

WORLD - WIDE

# AIR TRANSPORTATION

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THE WORLD'S FIRST AND LONGEST RUNNING AIR CARGO MAGAZINE



12 • No. 3

IN THIS ISSUE

MARCH 1948

Duplication is Waste • Pay Dirt in Dirty Old Freight

Guest Air Cargo Editorial

all your favorite features, plus an exclusive list of United States Air Freight and Irregular Air Carriers, International Air Cargo Rates, and International Air Parcel Post Rates

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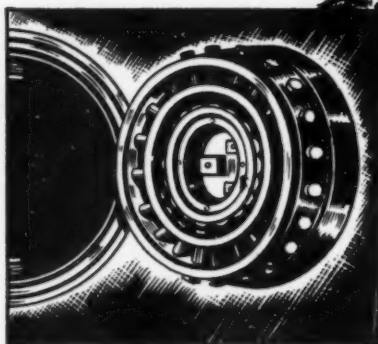
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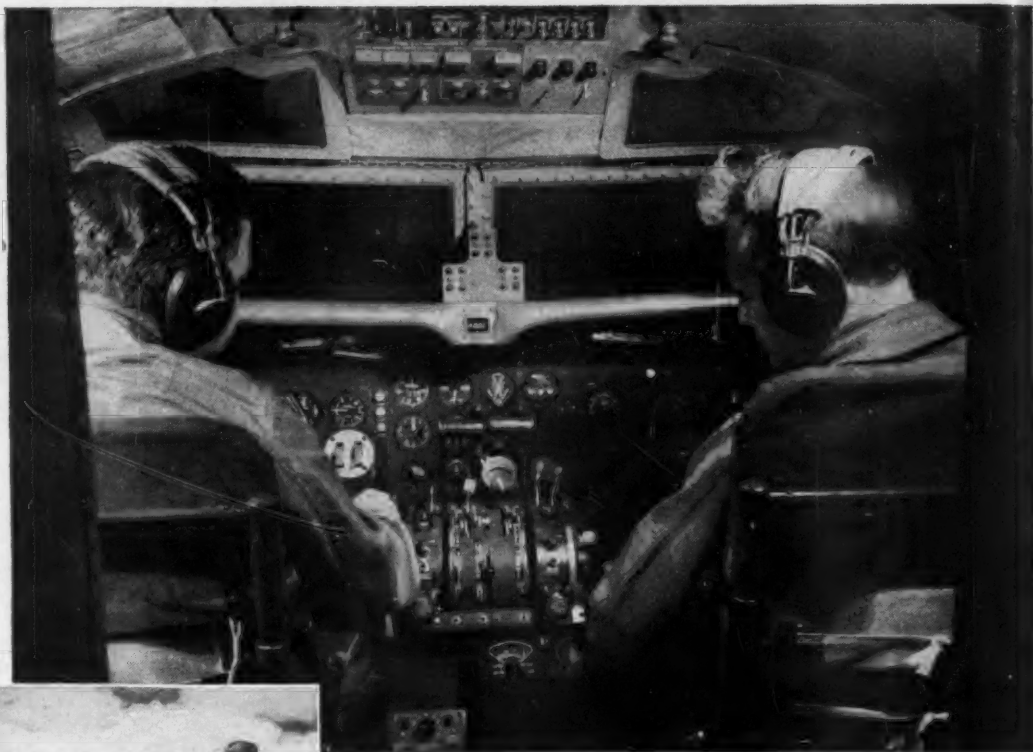
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Established October, 1942

**AIR TRANSPORTATION**, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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### COVER

There's nothing an airfreighter doesn't fly, as these pictures indicate. Represented are two certificated air carriers (American and United) and two air freight lines (Seaboard & Western and California Eastern). The keynote: Speed Your Shipments by Air!

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## General Forrest got around

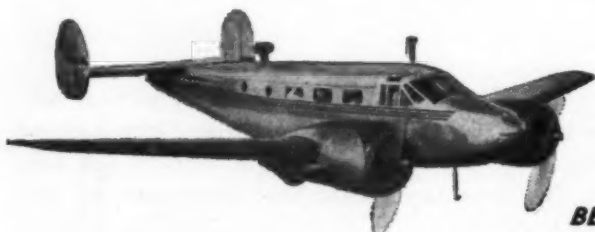


**T**he tactics of General Nathan B. Forrest, famous Confederate cavalry commander, have been studied by military strategists since 1865. Hitler sent Rommel to Tennessee in the thirties to find the secret of Forrest's success. The answer was *speed and mobility*. General Forrest simply got to more places faster than his competitors.

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George J. Haney

# Guest Air Cargo Editorial No. 5

By **GEORGE J. HANEY**

*Traffic Director*

*The Airfreight Association, Inc.*

**M**UCH HAS BEEN WRITTEN of the tremendous potential which exists in the budding air freight business. Despite the existing dispute between the certificated and non-certificated carriers as to the proper method of developing this potential, there is a general unanimity of opinion among all factions that the air freight business, *per se*, is here to stay and that it can well be the ultimate answer to the financial troubles being experienced by most airlines today.

Very little has been written of the lessons that have been learned in the past two years, through experience, of the operating difficulties presented by this business and the corrections which must be made to offer the public an efficient service. Basically, the major difficulties which have been experienced can be categorized as follows:

- A lack of appreciation on the part of airline personnel as to the paramount importance of good service to the customer.
- The lack of a well-coordinated, efficient method of pickup and delivery ground service.
- The lack of a stabilized rate structure marked by too frequent tariff changes resulting in a constant state of confusion among the shipping public.
- The lack of adequate terminal facilities and ground handling equipment at the various airports and terminal cities.
- Insufficient publicizing among the potential shipping public of the low rates available and the advantages inherent in the use of air freight.
- Inefficient and dilatory billing methods.
- Overselling of the speed of service on the part of over-enthusiastic or desperate sales personnel.
- A lack of efficiency and speed in the handling of claims and COD shipments.

These difficulties represent an accumulation of the experience of all airlines engaged in the freight business with perhaps two or three of those enumerated present in one airline, and two or three in another, etc. However, it is readily apparent that these defects are concrete enough to be corrected speedily by any airline intent upon becoming a successful air freight operator.

Let us examine each one of these difficulties and offer possible solutions for each:

**1** A constant training progress must be maintained for air freight personnel to infuse them with the importance of the old transportation adage that they have nothing to sell but service. Proper informational service for the shipper, careful handling, prompt dispatching of freight, and courtesy to the shipper should all be an integral part of this program.

**2** When a customer ships by air, his primary purpose for doing so is speed of service. Missed pickups, delays in forwarding to destination, lack of speed in ground handling, and poor delivery service by truck at destination, all tend to destroy the shipper's confidence in what he is paying for, *viz*, speed. Experience dictates that in the development stages of the air freight business the pickup and delivery service can be best performed by a small owner-operator whose operation is devoted exclusively to the handling of air freight. It is the writer's opinion that the certificated airlines, through Air Cargo, Inc., have made a serious mistake in letting their pickups and delivery service contacts to large trucking operators whose operations are not geared to the type of service demanded in air freight. Large trucking operators are used to deal in heavy tonnage on individual pickups and their charges for light volume pickups, due to their operating costs, most of necessity, be on a higher level than the charges made by the small owner-operator who can give a personalized service.

**3** The history of all forms of transportation indicates that the development of rate stabilization among quasi-public utility companies has been an important factor in placing these companies on a profitable basis. Careful regulation by the appropriate governmental agency to insure protection against discriminatory and monopolistic rate practices is, of course, a necessity, but a stabilized rate structure will permit competition to rest upon service, which is the essence of good transportation practice.

**4** Airport management has been lackadaisical in providing adequate facilities for the handling of air freight at airports. An awakening on their part, plus a realistic approach to the future by the airlines, will help to alleviate this problem. Forward steps, such as the Port of New York Authority taking over the airports in the Metropolitan New

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# DUPLICATION IS WASTE

By C. R. SMITH

Chairman of the Board,  
American Airlines

A well-known air transportation figure lashes out at the all-air freight lines who, he claims, seek to "skim the cream" of the air cargo business.

ONE of the characteristics of the American people is their notable genius for creating goods and facilities which make life fuller, richer, and more enjoyable. One of the most significant examples of this genius has been the creation of great systems of transportation—national and international—second to none. These systems of transport are the arteries of the nation through which the life blood of commerce flows in never-ceasing stream.

The American people insist that their systems of transportation serve them efficiently and economically, consistent with public policy and the sound business principles of private management. They demand adequate service, at fair rates, and they decry waste and inefficiency, which lead to chaotic service and higher cost.

Air transportation occupies an important place in American commerce and industry. Each year its importance to the economy of the nation grows in significance. Each year more people and more industries use its services. It is vital to commerce, communication and national security.

Americans travel by air, communicate by air, and ship goods and property by air. Historically, Americans have been traveling and shipping by air for more than 20 years. The volume at first was small, the growth

through the years has been tremendous.

A campaign is under way to spread the impression that the transportation of air freight is unique and different, so different that a new industry must be created to do the job. The need for this is understandable only to those who advocate it, for the American public has been shipping air freight for many years.

It is time that analysis be made of the arguments of these advocates, who to create a duplicating superstructure of freight airlines. This duplication will be unduly expensive, and the expense will be paid out of the pockets of the shipper and the consuming public.

The American railroads transport passengers, mail, express, and freight. These are integrated parts of running a transportation system. This policy is dictated by the sound business judgment which requires maximum economy of operation. Operating costs are reduced by use of a common administrative organization. Capital costs are reduced by elimination of duplication of facilities, the same facilities being used to provide the several types of service.

Travelers and shippers would be amazed and confused if responsible business men should propose to build and operate parallel railroads, one

to carry nothing but passengers, the other to transport nothing but goods. The economic waste of such duplication would be appalling. Yet that is precisely the policy that advocates of all-freight lines propose for air transportation.

The objective for air transportation must be low costs to the operator and low rates to the public. That will not be achieved by an illogical and arbitrary division of transportation among those who happen to be interested only in individual segments of the business. Increasing the cost of operation by illogical division of related functions increases costs and rates. And the higher rates must be borne by the public.

The all-freight advocates believe that air transportation will be a profitable business. They believe that they can obtain profit either by operating the routes they may be able to secure, or by selling their franchises to those who intend to remain permanently in the business. That explains their great pressure on the Federal Government for certificates of public convenience and necessity.

For their entry into air transportation they choose the freight field for obvious reasons. First, the operation of a freight line is less complex than the operation of a line which carries passenger as well as property.



Second, much less capital is required for a freight line; therefore, they risk less. Third, the major market for air freight is presently in the large cities. If they can serve only these principal cities they will "skim the cream" of the freight business. They are willing, even anxious, to leave to others, the scheduled airlines, the less profitable but equally important public obligation of serving the smaller communities.

Until recently, the all-freight operators confined their public attention to freight. But their affections are straying; they now believe it logical that they should also transport the mail, parcel post, and express. It is obvious that a franchise including the right to carry mail and parcel post would have a greater value in the market place.

### "Fallacy of Bargain"

The all-freight lines' offer to carry the mail deserves a moment's attention. They propose to provide air mail service at a cost of 20 cents or less a ton-mile compared with a 45 cents a ton-mile now paid to the major airlines. The fallacy of this "bargain" is that these carriers will offer mail service, like freight service, only between a handful of major cities. That is not nation-wide air mail service as thousands of small city residents have come to know it through the years.

Any airline would be glad to carry the mail at lower rates if only New York, Chicago, Los Angeles, and a few other hand-picked, high-volume cities were involved.

And their offer to transport parcel post is of the same cloth.

We all look forward to the day when the postal policy will include the logical, long overdue step of speeding first class mail and parcel post by air. The significant increase in volume will then permit substantial reduction in transportation cost.

But these economies of volume movement will never be achieved if the industry is subjected to arbitrary and illogical division of transportation operation, permitting one to concentrate in the high-volume area and requiring the other to provide service for the remainder.

As time goes on, additional rationalization will find the all-freight proponents discovering the conviction that all types of traffic, including passengers, can be served most economically without division. They will then ask that their certificate, mistakenly limited to the transportation of freight, be broadened to in-

clude passenger transportation. The trend is obvious. We will then be back where we started, with only years of disruption to compensate for the effort.

To enter the field of scheduled air transportation an applicant must obtain a certificate of public convenience and necessity from the Civil Aeronautics Board. To secure a certificate he must prove to the satisfaction of the Board that the service he proposes is required in the public interest. The law prescribes certain tests which an application must meet, otherwise the application fails.

The airlines of the United States, in spite of well-publicized economic difficulties, are the most efficient in the world. That need not be debated, for their superior service is recognized and conceded by their world competitors.

Not only are the airlines efficient, but there are many of them. It must be remembered that the air transport system of the United States is 20 years old and there has been substantial expansion in each of the years. In 1938, when the present Civil Aeronautics Act was enacted, there were 19 airlines. Since then, by certification or exemption, the number has grown. Today we have more than 100\* common carriers by air serving the domestic market. Look at a map of the air routes of the United States and it is difficult to find where another significant segment of air service can be added without duplication of an existing airline operation. The applications of these all-freight lines simply parallel the routes of existing carriers with the obvious exception that they include the principal traffic centers and disregard intermediate cities.

With the multiplicity of air routes now in operation, it is difficult to prove public need for further duplication of existing carriers. Presenting a route application to prove public convenience and necessity is a dry job. You work principally at submitting figures and testimony, bearing on costs, experience, financial ability the flow of traffic and the area of potential traffic.

These new applicants, being practical young men, employ skillful lawyers and competent public relations counsel. They recognize the difficulty of presenting their case on so formal a basis; it would be dull, uninteresting, and ineffective. What

\*18 domestic trunk lines, 16 domestic feeder lines, 8 non-certificated cargo carriers and several score irregular exempted passenger carriers (operating aircraft of 10,000 pounds gross weight).

they require is an approach with more color; more public and political appeal.

They realize, as do all students of American public behavior, that there are basic appeals which attract public attention, and with good record of winning, if the appeal is focused to match the situation at hand and is properly presented. These "standby" appeals of the advocate have tendency to dull the ambition to analyze; they present the recipient with prescribed diagnosis and ready-to-serve conclusions.

### Analyzing Reasons

An analysis of reasons advanced for creating a duplicating air freight system gives you this:

- Preference for the war veteran; let's give the veteran a chance.
- National security; each airplane added to the total fleet contributes to national defense.
- Big business against little business; the pioneer airlines endeavor to keep the field for themselves, and resist others getting in.
- The American system of free enterprise; the all-freight lines are willing to risk their own capital.
- The certificated airlines are subsidized; all the new lines want is a rate to return their expense of operation and yield a fair profit on the investment.
- The airline industry needs "new blood"; it is devoted to the passenger business and only the new comers can solicit freight and operate freight airplanes with economy.

How is that for a platform? Not an unpopular issue in the whole array, and admirably designed to divert attention from the basic issue; the provision of adequate public service at lowest possible cost to the user.

Let's look at the planks in that platform; what do they mean and what do any of them have to do with public convenience and necessity?

#### 1. Preference for the war veteran:

The American people have always been generous to the men and women who served them in time of war; they always will be. No one questions the premise that if air transportation can aid the veteran it should do so.

But statistics prove that the overwhelming majority of war veterans in air transportation are employed by the scheduled airlines, not by the freight operators.

If the end result of this effort is to take something from one veteran

and give it to another, nothing has been gained except injustice and disruption. Whether additional services are operated by the scheduled airlines or by the freight lines, there will be opportunities for veterans. No additional opportunities are created by preferring the veteran in one organization over the veteran in another.

The veterans employed by the airlines may not be as well publicized as those working for the freight operators, but there are more of them and they are equally important to the national welfare. You do not prefer the veteran simply by picking out individual companies for preference. It is well known that the airlines were preferring veterans for employment before the freight lines were organized.

## 2. National security:

Air transportation does contribute to national security. That is an entirely tenable statement when applied to air transportation in total. It cannot, however, be broken into parts and applied to some segments of air transportation at the expense of other segments of the same industry.

Each additional airplane added to the total fleet contributes to national security, whether it be operated by a certificated airline or by an all-freight operator.

But there is no proof that the total fleet will be increased by preferring one section of air transportation over another. There should be no preference but if there had to be preference you would prefer the certificated airlines. Their superior experience and record, before the war, in the war, and after the war, are relatively more useful to the national defense than any other organization or group in air transportation.

Air transportation will be here today, and here tomorrow, and it will have a continuing obligation to con-



Theodore P. Gould, vice president-traffic and sales of the Scandinavian Airways System, affixing his signature to an agreement between SAS and Northwest Airlines establishing direct airline service between Europe, the United States, Alaska, and the Orient. Awaiting their turn to sign are Sten Unne, executive assistant to the president of SAS (left), and R. O. Bullwinkel, vice president-traffic of NWA.

tribute to national security. Build the business on sound foundation, have it fulfill the tests of the Civil Aeronautics Act and organize it on the basis which will best permit it to perform continuing public service. In that way, and in that way only, will it be able to make maximum contribution to national security. Divide it up to suit the wishes of every newcomer and you destroy that ability.

## 3. Aid to little business:

Five out of six certificated airlines in the United States today are little business and they are all trying to get larger, not smaller.

Big business versus little business is not the issue. The law asks the question: "Is the additional service required and if so who can best perform it?" That is the basis on which we must build a sound air transport system, in which freight will assume its logical place.

## 4. These men are willing to risk their own capital:

This statement infers that there are

no capital risks in scheduled air transportation. The record, available to all, makes that inference rather silly.

Before the Civil Aeronautics Act of 1938, tens of millions of dollars of risk capital was lost by airline investors, and there have been many bad years since that time. The airlines risked their capital in 1946, and lost, and they worked harder in 1947, and lost again.

The scheduled airlines paid for the pioneering. The new airlines evidently think those days are over, and are now willing to risk their money.

The President's Air Policy Commission recognized the cost of pioneering and recognized who had done the pioneering when it stated:

"In regard to the first issue (spreading air cargo among more lines than now exist as common carriers) as we have said above, most common carrier airlines certificated for the carriage of passengers, property, and mail, after a steady progression toward self-sufficiency from 1938 to 1946 have suffered a serious setback. Our major problem is to get them started once

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again up the ladder toward self-sufficiency. To advocate at this time the entry into this field of a large number of new carriers would certainly seem to postpone rather than hasten the attainment of such a state.

#### 5. The airlines are subsidized:

"Subsidy" means an operation in which the Government pays out more than it takes in from a specific undertaking. On that basis, let's look at the figures.

The Post Office Department records show that in the 17 years from 1930 through 1946 domestic air mail revenues to the Government exceeded payments to the airlines by more than \$130,000,000.

From that amount of gross profits there must be subtracted the cost within the Post Office Department of providing the air mail service. It's done in any other business; it should do it in the business of transporting mail. Prorating the costs of the Post Office Department is complex and subject to many interpretations. It would be difficult to find \$130,000,000 to prorate logically to the domestic air mail service. The Post Office Department was in business with overhead, carriers, and trucks before the air mail service was started. And if \$130,000,000 worth of expenses cannot be found to prorate, then the air mail service was operated at net profit to the Post Office Department. The consensus is that the air mail service has been profitable and the air mail service has not been subsidized.

The all-freight carriers say they would be content with a rate free of subsidy—a rate which would return only their expense of operation and a fair return on their investment. Why not? So would the certificated airlines, or any other business enterprise!

It has been several years now since the airlines have broken even on their direct expenses, much less earned a return on their investment. And the freight operators, except in isolated and debatable months, have never earned their expenses, much less a return on their investment.

All airlines want and should have a rate which will return expenses and yield fair profit, and they want it without subsidy.

#### 6. The airline industry needs new blood:

This "new blood" argument is old and worn a bit thin. We heard it in 1934. New blood came in, promising low rates and asking for higher rates before their chair was warm. Some of our newest fortunes were created from these speculative en-

(Concluded on Page 38)

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# THE GLOBAL TICKER

**BRITAIN:** Air Vice-Marshal Donald C. T. Bennett has been discharged as chief executive of British South American Airways because he criticized the Government's action in grounding the line's Tudors. A strong supporter of the Tudor, his feelings were not shared by more experienced technicians who were dubious of the plane's economic and operational qualities . . . It is reported that three Bristol Freighters soon will be operating in French Indo-China . . . The de Havilland Enterprise reports that it has more orders on its books than ever before in its history, the bulk of which is for export . . . The first Australian manufactured plane, the three-motored de Havilland Drover, a light transport, recently took to the air for the first time . . . British European Airways is experimenting

with mail delivery by helicopters. Two Bells and two Sikorskys are being used. A third Sikorsky will join her fleet soon . . . BEA has combined its London-Manchester and London-Liverpool services into a single run daily . . . Saunders-Roe is reported to be making steady progress on its 10-engined flying boat, Saro SR-45 . . . BSAA has purchased five Vikings for service in the Caribbean area where they will replace the Lodestars used by the recently absorbed West Indian Airways.

**ITALY:** Salpanavi Airlines has taken over the majority of shares of Aerea Tesco. It is expected that the two companies will combine operations in the near future . . . Linee Aeree Italiane will inaugurate a Rome-Istanbul air service, via Brindisi and Beirut.

Intermediate stops will be Rome, Naples, Bari, and Athens . . . Turbigo Airport, near Milan, has been opened for freight traffic.

**COLUMBIA:** Aerovias Nacionales de Columbia (Avianca) has transferred its Canal one terminal from Albrook Field, Canal Zone, to Tocumen Airport, Panama.

**FINLAND:** Aero O/Y has inaugurated six-a-week service between Turku and Copenhagen.

**PHILIPPINES:** Philippine Air Lines is offering one flight a month from Manila to Madrid, via Calcutta, Karachi, Lydda, and Rome. It leaves during the first week of each month.

**LUXEMBURG:** A Government representative, four private Luxemburgers, and four Britons comprise the board of directors of the recently organized Luxembourg Airlines. All four of the British directors represent Scottish Aviation, Ltd. The new line connects Luxembourg with Paris, Zurich, and Frankfurt.

**AUSTRALIA:** British Commonwealth Pacific Airlines, which will begin its transpacific service on April 21, will name its Skymasters after the ships commanded by Captain James Cook, the explorer: Endeavor, Discovery, Resolution, and Adventure . . . New regulations that will permit air travelers to clear customs quickly are being studied by a committee formed recently in the Department of Civil Aviation.

## Truman Names O'Connell

James J. O'Connell, former general counsel for the United States Treasury, has been selected by President Harry S. Truman to succeed James M. Landis as chairman of the Civil Aeronautics Board. A native of Saranac Lake, New York, he is 42, a Democrat, and a member of a Washington law firm. If confirmed by the Senate, he will serve a six-year term ending December 31, 1953.

## Jones on CAB

The nomination of Harold A. Jones to be a member of the Civil Aeronautics Board has been approved by the Senate Commerce Committee. There was only a brief hearing. Another CAB vacancy is expected early in May when Harlee Branch, a member since 1938 when the Board was created, will retire.

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## AIR--X--PRESS

WHEN a scarcity of production materials threatened to halt the production line of a Mid-West appliance manufacturer recently and cause a layoff of approximately 1,000 employees, the coordinated facilities of Air Express service were called into play to keep the manufacturing wheels turning on a day-to-day basis. The situation came to light when the plant's traffic manager wrote to express his appreciation of the expedited service and the follow-through provided by REA's Air Express agents at five Eastern and Midwestern cities. During the seven-day material shortage, all shipments air-expressed from the suppliers to the home plant were dispatched and delivered without loss of production time or employee layoffs.

★ ★ ★

A CHAMPION heavyweight turkey, raised in less than nine months on a turkey farm at Stockton, California, had its picture taken by a newsphoto syndicate before being air-expressed from California to President Truman at Washington, D. C. The picture, showing an Air Express truck in the background received nationwide publicity.

★ ★ ★

FLOWN from Modesto, California, to Albany, New York, by Air Express in less than 26 hours, a shipment of 600 day-old white Leghorn baby chicks landed at the Albany airport in the face of a 26-below-zero temperature. But it didn't faze the California chicks—they had taken the transcontinental air trip with no more than the usual quota of peeps, according to the consignee, a breeder of Altamont, New York. The consignee was so pleased with the excellent handling his chicks received that he wrote a letter to the *Altamont Enterprise* telling of the incident. . . . Another cross-country Air Express shipment of baby chicks was reported from Moultrie, Georgia. Air-expressed from a hatchery in Oregon, 100 baby chicks were delivered to a farm near Moultrie. All were chirping contentedly when seen by a *Macon Telegraph* man, who reported that the Oregon-born chicks are all supposed to grow up to be hens and lay an average of 300 eggs a year. "If they do," said their new owner, "they'll be worth all the trouble."

★ ★ ★

GLAMOROUS ORCHIDS from the fields of Hawaii are being flown to the U. S. increasingly and merchandised for delivery by domestic Air Express. A department store in Colorado Springs, Colorado, for example, recently received ten boxes of freshly-picked Honolulu orchids to be made up into corsages. . . . A prominent California florist ran full-page newspaper advertisements to announce the merchandising of Hawaiian and California flowers "delivered by Air Express to your loved ones and friends anywhere in America." Featured last month was a St. Valentine's Day six-orchid corsage. ★ ★ ★

"FISH on your dinner table within five hours after it is unloaded from fishing vessels at Puget Sound ports." That was the essence of an announcement made by a seafood company after it had arranged to bring Air Express shipments of fresh fish to its new branch store in Sookane. Daily consignments are loaded in the Air Express compartment of a scheduled airliner within two hours after they leave the fishing boats. Within another two hours the fish is being displayed on store counters.



"No jay-walkin' here! Gotta get to the airport? To Air Express those packages? My poor friend — haven't you heard?"

"Air Express picks up those packages right at your door here, and delivers at no extra cost. There's no waiting around, because Air Express goes on every flight of the Scheduled Airlines. No U.S. point is more than hours away!"

"And rates are low. Don't interrupt me—I said low. Why else do business men use Air Express to ship finished items, replacement parts and perishables regularly?"



### Specify Air Express—World's Fastest Shipping Service

- Low rates—special pick-up and delivery in principal U.S. towns and cities at no extra cost.
- Moves on all flights of all Scheduled Airlines.
- Air-rail between 22,000 off-airline offices.

**True case history:** Machine parts made in Camden were needed in Chicago in a rush. 32-lb. package picked up the 28th at 10 A. M., delivered same day at 5 P. M. 669 miles, Air Express charge only \$6.88. Gave days more time to complete the job. Other weights, any distance, similarly inexpensive and fast. Just phone your local Air Express Division, Railway Express Agency, for fast shipping action.

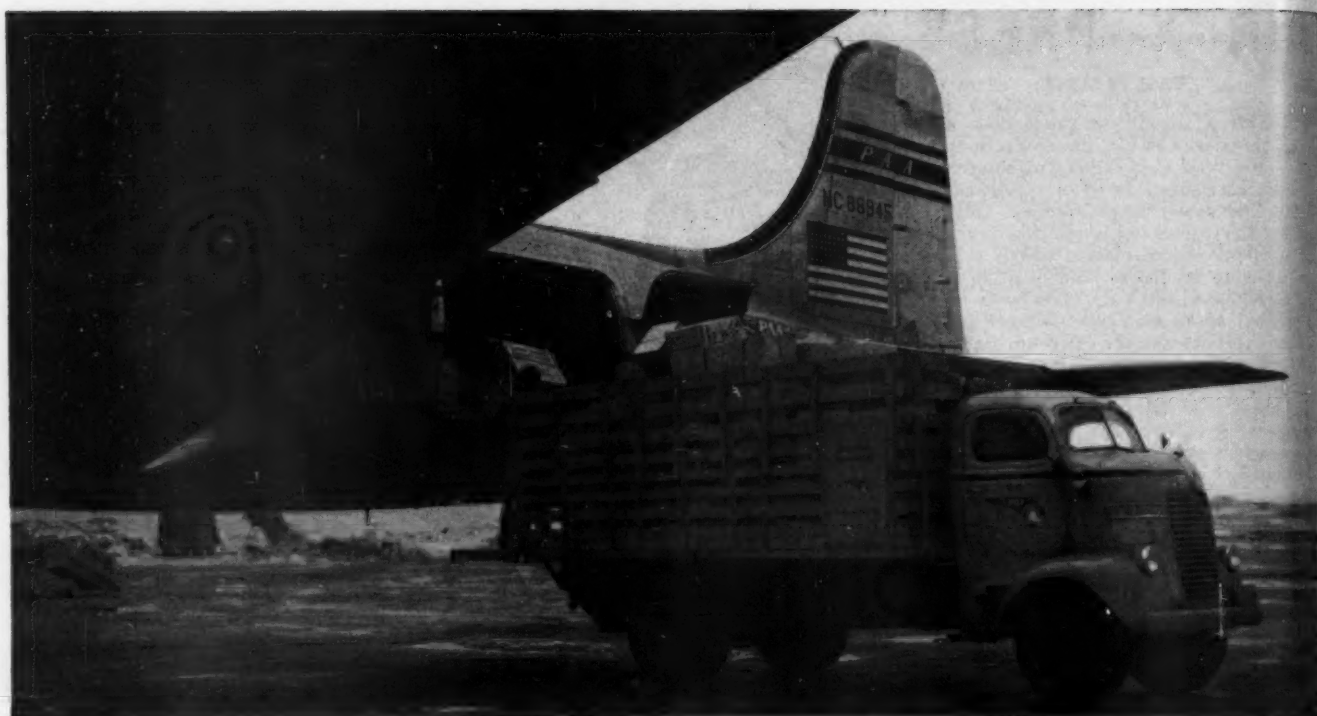
# AIR EXPRESS

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## SCHEDULED AIRLINES OF THE U. S.

Rates include pick-up and delivery door to door in all principal towns and cities



SIXTY THOUSAND PAIRS OF CZECHOSLOVAKIAN GLOVES—5,000 pounds of them—offloaded at LaGuardia Field shortly after the Pan American World Airways cargoplane made its landing. Marvin points out "every other form of transportation has come to learn that its major revenues depend on dirty old freight."

# PAY DIRT in DIRTY OLD FREIGHT

By LANGDON P. MARVIN, JR.

Former Chairman, Interdepartmental Air Cargo Priorities Committee

I HAVE presented figures with this article to show that the current deficit in our national air transport resources is not only in total capacity, but especially in cargo capacity, and more especially in international cargo capacity. At present our international commercial airlines are only 1/10 of the size necessary to replace the wartime international lift of the Air Transport Command and Naval Air Transport Service. And, in cargo and mail lift, the international commercial airlines are only 1/20 the size of their military predecessors.

A great deal has been made of the defense aspects of our commercial airlines, and that defense theme recurs again and again in the applications of various airlines for Government money. Yet, if one really gets down to it, he will find that (1) these airlines are still too small to be of great help in any future war\*, that (2) most of their planes are too short-range for effective transport of troops and equipment in a future overseas war, and that (3) they are

## Why We Need a National Merchant Marine of the Air

composed almost entirely of luxury passenger planes whose utility in war would be minor.

A short time ago I read a proud airline advertisement: *Every Day is Departure Day for Europe*. This may seem to the public like great progress, until it is remembered that almost four years ago the military were running, not a plane a day to Europe, but a plane an hour.

While military air transport includes the function during war of moving important personages around the world with speed and relative comfort (for which these passenger planes would be useful), well over half of its functions is to move freight. I think the Air Force has noted that airborne invasion requires 5,000 pounds of cargo per soldier,

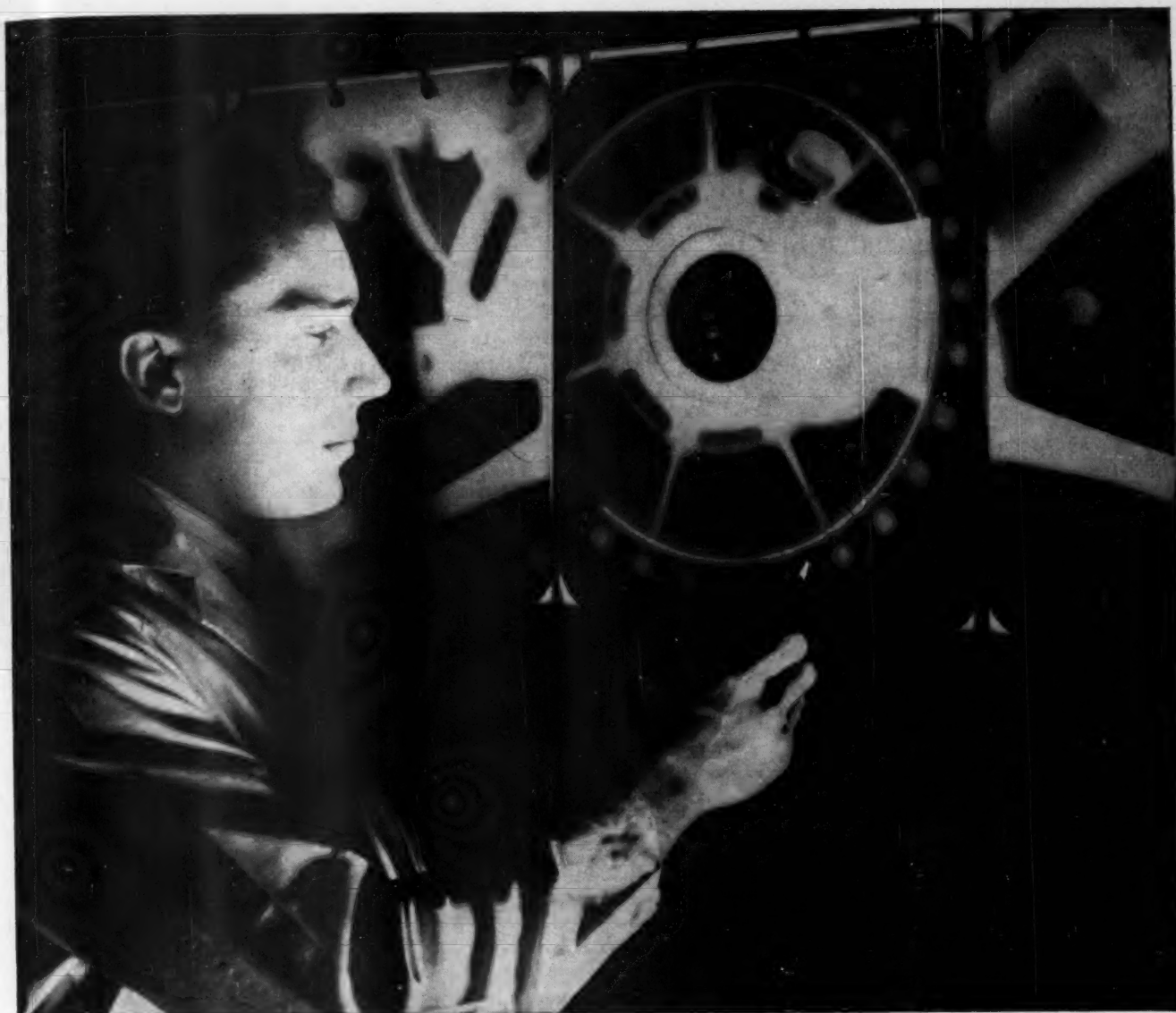
\*I refer here to the shortage of cargo capacity in our present commercial airlines in relation to the needs of national defense, and not to their utility in training pilots, etc.

which should give us something to think about in planning for the future.

Of the many achievements of ATC and NATS during the past war, I want to mention but two:

- Twenty years ago the 4,000-foot Alleghenies used to be called "the graveyard of planes," and TAT (one of TWA's predecessors) used to run its cross-country traffic through the mountains by train to avoid casualties. Consider by comparison the magnitude of supplying China by air over the 20,000-foot Himalayas. Yet it was done by ATC and CNAC for over three years. In fact, the air tonnage beat the old truck records over the Burma Road by a mile, hitting a peak of 70,000 tons a month. All of General Chennault's gasoline and bombs, all of China's lend-lease, the bulk of all military supplies for both the Chinese, and military forces were flown in.

- On the less publicized inbound traffic, consider that our radio and radar factories—the production



## X-RAYS GET THE INSIDE STORY

► This Wright technician is reading an X-Ray negative of a vital engine part. The penetrating X-Ray has revealed a small flaw *inside* the casting — where the sharpest human eye would never see it.

► But like your family doctor, the Wright engineer is more interested in preventing trouble than in curing it. The findings of X-Ray are not limited to the rejection of parts. Information about the behavior and qualities of metals is passed along to the foundry-

man, the forgers, the countless others who make the parts.

► Better parts are the logical — and permanent — result. Technicians in the Wright Aeronautical laboratories X-Ray thousands of parts each month and 40 exposures are made on some of the more intricate pieces.

► Another example of the care—the instinct for perfection — used in development of Wright aircraft turbine and reciprocating engines.



POWER FOR AIR PROGRESS

# WRIGHT

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curves of which resembled a silhouetted outline of one side of the Empire State Building—were supplied throughout the war largely by air imports via ATC and NATS of millions of pounds of mica, quartz crystals, tantalite, steatite, and other strategic raw materials from India and Brazil.

These two military and industrial examples are selected to show regularity of supply by air—where airplanes were not just emergency auxiliaries to a surface supply system, but where airplanes did practically the whole job.

It has been true of wartime transportation in general that freight vastly outweighs passenger movements. What has proved true on the water must be foreseen in the air. We must think in terms of a Merchant Marine of the Air.

Military leaders have emphasized the importance of having freight planes available, not only because the majority of traffic in a war is freight rather than bodies, but also because, while cargoplanes can be quickly converted into carrying passengers or soldiers (by the installation of temporary—if hard!—seats), the same cannot be said in reverse of luxury passenger planes. And in lightning air war, our armed forces could not well wait the several weeks or months necessary to convert luxury passenger planes into freighters. Units of soldiers and their supporting cargo would have to be on their way by air overseas in the first few days or weeks of any future war.

### Promote Air Trade

I suggest that a more suitable method of developing a Merchant Marine of the Air is through promotion of our domestic, and especially our international, air trade, whereby these freight planes may earn their own salt in peacetime. They can be kept busy flying commercial cargo. Then these air transports are useful if we stay at peace, and are ready if we go to war. We must find a formula to combine both military and commercial interests, to design a combination sword and ploughshare.

I simply feel that, for the sake of sound business and of national security, there should be a sizeable fleet of cargoplanes operating domestically and abroad. I do not care which company's insignia is painted on these planes; I do not care whether this fleet is built up by increasing the cargo frequencies of our presently certificated airlines or by giving certificates to some of the

1946 Scheduled Commercial Airlines		1945 ATC & NATS
<b>Domestic:</b>		
Passengers (incl. non-rev.)	606,710,857	102,101,663
Excess Baggage	2,229,064	
Express & Freight	38,608,901	84,622,094
Mail	32,956,030	
	684,504,852	Ton Miles 186,723,757
<b>International:</b>		
Passenger (incl. non-rev.)	113,296,007	528,347,670
Excess Baggage	3,529,001	
Express & Freight	15,041,879	1,078,243,588
Mail (U. S. & Foreign)	8,078,693	
	139,945,580	Ton Miles 1,607,591,258
<b>Domestic &amp; International</b>		
Grand Totals	824,450,432	1,794,315,015
	(60% is international cargo & mail)	(Only 2.78% is international cargo & mail)

newly-formed veterans air freight outfits, or by a combination of both methods—but I do want to see a cargo-carrying Merchant Marine of the Air developed by this country and without any more delay.”

It is apparent that to be sufficient for national security, the aircraft manufacturing industry will need new orders—more than current commercial and probable future combat plane orders will provide. It is equally apparent from their continuous losses that the commercial airlines need new business. In airline terminology business means traffic. To expand the commercial airlines to a point where they will be a really useful reserve for national security, it will obviously be necessary to expand their traffic.

The passenger forecasts made by various authorities show perhaps a doubling of domestic air passengers during the next few years and, similarly, in the international picture. But these estimates, taken together and roughly reconciled, do not exceed a billion-and-a-half miles a year—which is not only way short of the future military goal, but which traffic (the great majority of which is estimated to be domestic passengers rather than international) also produces the wrong type of airplanes—luxury passenger planes—most of which will be relatively short-range aircraft of the type best adapted to the short hops between cities in the United States and of only minor use in the long over-ocean hops of an overseas war. We cannot hope to develop sufficient long-range freight planes required by the military by encouraging short-range traffic.

Obviously, then, passengers are only a minor part of the total answer for the creation of a national Merchant Marine of the Air.

What about mail, the oldest type of air traffic? A good deal of enthusi-

asm has been given to what I call a “quarter-way” method of meeting this national security problem by sending all first-class mail by air wherever it could be expedited, which is variously estimated at distances of 300 and 400 miles. I think the Post Office has estimated that such a procedure might add from 500 to 700 planes (including small planes) to the present civil air fleet.

### Air Parcel Post

The inauguration of an air parcel post system would be a still further worthy addition to the building up of our civil air fleet, but again it must be remembered that this is domestic business—in the past only three percent of our domestic parcel post has been between zones over 2,000 miles apart, again indicating that such traffic will not likely call for many of the long-haul airfreighters which the military would need in overseas war. On the international side about half our letter mail is moving by air right now, which naturally limits the potential to be had there. However, new business for long-range planes might come from encouraging the sending of American magazines, newspapers, and certain types of parcels abroad by air at low rates, although this would be costly to the Government. Thus, while such a mail program would be genuinely helpful to the development of our Merchant Marine of the Air, it would still leave us a long way from filling up with useful loads the 4,000 C-54s (or their equivalent of over 800 long-range, 20-ton payload planes) which the military will need.

So, by the process of elimination, we are driven to think about cargo, the third source of traffic, or business, for the airlines. On domestic air freight estimates have been given which might, optimistically, run to one billion ton-miles a year. Again,

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this is part of the answer. But the discouraging fact about domestic air freight is that three-quarters of its shipments average less than 1,000-mile distances, and only around 10 percent average distances of over 2,000 miles which, after all, is the minimum hop which would have to be made in air war overseas. Therefore, encouraging domestic air freight is most likely to develop cargo aircraft which are best adapted to the relatively short hops between cities inside the United States and which are not well adapted to carrying large loads on the 2,000- or 2,500-mile hops.

So what is left? The only type of business really adapted to nourishing a Merchant Marine of the Air capable of overseas military air transport in time of war is our foreign trade. Happily, our foreign trade is big business—a 20 billion-dollar-a-year business. There just aren't enough tourists or business men traveling abroad, and our citizens just don't know enough foreigners to write to, to build up a big enough Air Merchant Marine—but trade—goods—that is something that always moves, and moves regularly, and in such volume that our planes will never run out of traffic.

#### Additional Advantages

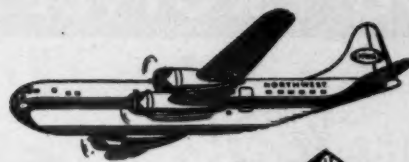
Our foreign trade has certain other advantages to offer air transportation:

- The time saving of air over surface transportation is greater in international than in domestic trade.

- The cargoplanes of international operators will be more easily requisitioned for war than those of domestic operators.

Unfortunately, our commercial international airline operators have become so accustomed to dealing almost solely with luxury passengers (with side excursions into the public treasury for mail pay to make up the deficits) that they have virtually ignored the possibilities in the international air cargo trade. Neither the airlines nor the Government has even made a thorough survey of the potentialities of international air cargo. One of my recommendations to the President's Air Policy Commission was that a thorough, detailed, commodity-by-commodity study of the potentialities in international air cargo be undertaken immediately by the Government. As far as I personally have gone in research, with my own finances (and I refer to my study of

(Concluded on Page 44)



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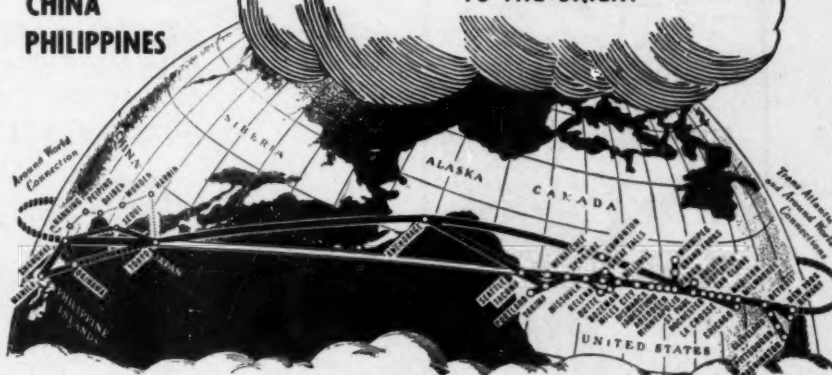
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 ABIUSO AVIATION, JOHN, Harrisburg State Airport, New Cumberland, Pa.; John Abiuso, pres.; Stinson Station Wagon, Luscombe, 4 Aerocnas (Stinson); AO—East U. S.; C-P.  
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 AIR SERVICE, INC., Box 419, Charleston, S. C.  
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 AIRPORTS, INC., Frankford, Del.  
 AIRWAYS SERVICE, INC., Wagner, S. D.  
 AKRON AIRWAYS, INC., Akron 6, Ohio.  
 AKRON FLYING SERVICE, Akron, Colo.  
 ALABAMA AIR SERVICE, Allenport P.O., Box 2188, Montgomery.  
 ALABAMA AVIATION SERVICE, Russell Field, Alexander City, Ala.  
 ALABAMA AVIATION SERVICE, INC., Box 1331, Burlington, N. C.  
 ALAMO AIRLINE SERVICES, INC., San Antonio Munic. Airport, San Antonio, Tex.  
 ALAMO FLYERS, Rte 1, Box 603, Stinson Field, San Antonio, Tex.  
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 AMERICAN FLYERS, Meacham Field, Ft. Worth, Tex.  
 AMERICUS FLYING SERVICE, Souther Field, Americus, Ga.; Ralph Kiker, prop.  
 AMPHIBIAN AIR TRANSPORT, INC., Munic. Airport, Long Beach, Calif.; K. F. Brown, pres.; D188, 4 B-48s, 5 G-218s; AO—Calif.; C-P.  
 ANADARKO FLYING SERVICE, Anadarko, Okla.; C. G. Frye, mgr.  
 ANDERSON CHARTER & FLYING SERVICE, INC., Box 42, Lapel, Ind.  
 ANDREW FLYING SERVICE, LTD., Box 3295, Honolulu.  
 ANGELO AERO SERVICE, Mathis Field, San Angelo, Tex.; A. C. McGlothlin, pres.; 2 Cessna T-50s; AO—U. S.; C-P.  
 ANTHONY & SONS, INC., E. 555 Pleasant St., New Bedford, Mass.  
 APPALACHIAN FLYING SERVICE, INC., Box 676, Johnson City, Tenn.  
 ARCTIC-PACIFIC, INC., 719 2nd Ave. Bldg., Seattle.  
 ARETZ FLYING SERVICE, Aretz Airport, Lafayette, Ind.; L. I. Aretz, pres.; PT-19, Stinson 150, Taylorcraft A-3, Luscombe A-3, Piper J-3, 2 Piper J-3s; AO—X; P-I-S.  
 ARGONAUT AIRWAYS CORP., Box 397, Boca Vista Sta., Miami.  
 ARIZONA AIRWAYS, INC., Adams Hotel, Phoenix, Ariz.  
 ARKANSAS AVIATION SERVICE, INC., Grider Field, Pine Bluff, Ark.; B. D. DeWeese, Jr., pres.; Cessna UC-78, 3 Stinson Station Wagons; AO—Ark., La., Mo., Miss., Tex., Tenn.; C-P.  
 ARKANSAS VALLEY AVIATION CO., Lamar Airport, Lamar, Colo.  
 ARNOLD AIR SERVICE, INC., Box 15, Anchorage, Alaska.  
 ARROW AVIATION, INC., Lincoln, Neb.  
 ARROWHEAD AIRWAYS, Box 623, Hibbing, Minn.; L. M. Wittig, prop.; Cessna UC-78, Seabee, Waco UPF-7; AO—U. S., Canada; C-P.  
 ARROWHOOD FLYING SERVICE, Box 337, Mount Holly, N. C.  
 ASHLEY FLYING SERVICE, P. O. Box 24, Honco Path, S. C.  
 ASPEGREN AIR SERVICE, Munic. Airport, Salina, Kan.; G. I. Aspegren, prop.; C-78, Swift, Super Cruiser, 2 Taylorcraft; AO—Rocky Mts. to Chicago and south to Gulf; P.  
 ASSOCIATED AVIATION, INC., Hangar No. 3, Lunken Airport, Cincinnati.  
 ASTOR VINCENT, 152 W. 42nd St., N. Y.  
 ASTORIA FLIGHT SERVICE, INC., Box 204, Astoria, Ore.  
 ATLANTIC AIR, INC., Box 647, Gadsden, Ala.  
 ATLANTIC AIR LINES, 1528 Walnut St., Philadelphia.  
 ATLANTIC CITY AERIAL SERVICE, Bader Field, Atlantic City, N. J.; Harry A. Nordheim, pres.; Cub, Taylorcraft, 2 Gull Wing Stinsons; AO—East U. S.; C-P.  
 ATLANTIC GULF & MIDLAND CORP., Box 55, Little Ferry, N. J.  
 ATTICA FLYING SERVICE, INC., Attica, Ind.; Orville L. Brown, pres.; Stinson Station Wagon; AO—300-mile radius; C-P.  
 AUBURN AIR SERVICE, Auburn, Neb.  
 AUBURN AVIATION CO., INC., Auburn, N. Y.  
 AUBURN FLYING SERVICE, Auburn Airport, Auburn, Ind.  
 AUBURN SCHOOL OF AVIATION, Auburn-Opelika Airport, Auburn, Ala.; W. G. Rhodes, mgr.; Cessna, PA-12, Bonanza (Bonanza); AO—SE States; C-P.  
 AUGUSTA SCHOOL OF AVIATION, INC., P. O. Box 1010, Augusta, Ga.; Willis M. Boshears; 10 Cubs & Twin Cessnas; AO—Ga., S. C.; P.  
 AUSTIN AERO SERVICES, INC., Rte. 2, Box 108A, St. Edwards Airport, Austin, Tex.; Charles A. Quist, Jr., pres.; Luscombe, PA-11, Aerocna, 2 Stinson 150s; AO—U. S.; P.  
 AVALON AIR SERVICE, Box 839, Rocky Mount, N. C.; Raleigh E. Lee, mgr.  
 AVIATION ACTIVITIES, New Orleans Airport, New Orleans.  
 AVIATION ACTIVITIES CO., Sherman Field, Concord, Calif.  
 AVIATION CENTER, INC., Lunken Airport, Cincinnati.  
 AVIATION CORP. OF SEATTLE, New Richmond Hotel, Seattle.  
 AVIATION INDUSTRIES, INC., Weeks Field, Coeur d'Alene, Idaho; also Olympia Municipal Airport, Olympia, Wash.; H. A. Buroker, pres.; Stinson Station Wagon, 3 Fairchild 24s, 3 Cessna UC-78s, 4 Wacos, 2 Super Cruisers, 2 Ercoupes, 12 Cubs (6 Luscombes, 3 Navions); AO—U. S., Canada, Mexico; C-P.  
 AVIATION MAINTENANCE CORP., 7701 Woodley Ave., Van Nuys, Calif.; Reagan C. Stunkel, pres.; DC-3, BT-13; AO—U. S.; C-P.  
 AVIATION SCHOOLS & SERVICE, INC., Lake Sasquehanna Airport, Blairtown, N. J.; Frank S. Pittenger, pres.; Aerocna, Stinson 150; AO—not restricted; P.  
 AVIATION SERVICE CO., INC., Box 32, Hartford 1, Conn.  
 AVIATION SERVICE, INC., Rock County Airport, Janesville, Wis.; L. E. Welas; Bonanza, Stinson Reliant, Cessna UC-78, Cessna 140; AO—Wis., Ill., Ind.; C-P.  
 AVIATION SERVICE, INC., P. O. Box 192, Newport News, Va.  
 AVIATION SERVICES, INC., Munic. Airport, Maryville, Mo.  
 B & B FLYING SERVICE, Box 1549, Drew Field, Tampa, Fla.

**UNITED STATES AIR FREIGHT AND IRREGULAR AIR CARRIERS—Continued**

**B&B FLYING SERVICE, INC.**, Box 474, Roswell, N. M.  
**B & F FLYING SERVICE**, Box 798, New Braunfels, Tex.  
**B. & L. AIRLINES**, 163 San Souci St., Charleston, S. C.  
**B. & M. AERO SERVICE, INC.**, West Side Airport, Box 82, Marion, Ind.  
**BACHMAN, HAROLD**, Box 475, Southern Pines, N. C.  
**BADGER AERO ACTIVITIES**, Box 123, Shawano, Wis.; Jack K. Wussow, pres.; Super Cruiser, Cessna 140 (Bonanza); AO—U. S. C-P-A.  
**BAF AIRCRAFT SERVICE**, Gowanda Airport, Gowanda, N. Y.; Walter W. Burgett & Leland R. Allen, props.; PA-12, 2 PA-11s; AO—U. S., Canada; C-P.  
**BAHNMAN AVIATION CO.**, Commerce, Tex.  
**BAILEY FLYING SERVICE**, Box 1072, El Dorado, Kan.  
**BAILEYS FLYING SERVICE**, Rte 1, Madison, N. C.  
**BAKER FLYING SERVICE**, P.O. Box 718, Baker, Ga.  
**BAKER'S AIR PARK**, Burlington, W. Va.; D. S. Baker, mgr.  
**BALDWIN TRANSPORTATION CORP.**, 554 W. 38th St., N. Y.  
**BALL-RALSTON FLYING SERVICE**, Rte 4, Hillsboro, Ore.  
**BALLANTINE FLYING SERVICE**, DICK, Redmond, Ore.; Stinson, Aeronca, UC-78; AO—local; C-P.  
**BALLEW CHARTER SERVICE**, 2415 N. 29th St., Tacoma, Wash.; D. W. Ballew, pres.; Taylorcraft (2 C-46s); AO—U. S.; C-P.  
**BAMBERG FLYING SERVICE**, Box 68, Bamberg, S. C.  
**BARBER FLYING SERVICE**, Arcade Airport, Arcade, N. Y.  
**BARE FLYING SERVICE**, Box 558, Lexington, Va.  
**BARKER & DEAN FLYING SERVICE**, Box 707, Conway, Wash.  
**BARNES AIRCRAFT**, Lumberton, N. C.; H. M. Barnes, pres.; Twin Beech, BT-13A, PT-26, 2 Twin Cessnas, 4 Aeroncas; AO—U. S.; C-P.  
**BARR, F. C.**, 314 Brooks Dr., Corpus Christi, Tex.  
**BASS AIRCRAFT CO.**, Box 147, Natchitoches, La.  
**BASSETT & CO. FLYING SERVICE**, Box 989, Santa Paula, Calif.  
**BATTLE CREEK FLYING SERVICE**, Box 56, Battle Creek, Mich.  
**BAY FLYING SERVICE, THE**, Box 141, North Bend, Ore.  
**BAY MEADOWS AVIATION CORP.**, Bay Meadows Airport, San Mateo, Calif.; Leigh Athern, pres.; Cessna 140, Waco YKS6, Bell Model 47 helicopter (Cessna 170); AO—U. S.; C-P.  
**BEACON FLYING SERVICE, INC.**, Box 216, Clarence, N. Y.; John J. Dreacher, pres.; 15 light & medium aircraft, not specified; AO—X; P-I.  
**BEADLESTON AIR SERVICE**, Box 121, Decatur, Ill.  
**BECKLEY-MT. HOPE AIRPORT**, Box 1570, Beckley, W. Va.  
**BEEBE FLYING SERVICE**, Beebe, Ark.  
**BELLAH, GORDON E.**, Stockbridge, Ga.  
**BELLINGHAM AIR SERVICE, INC.**, Box 345, Bellingham, Wash.; G. L. Miller, pres.; Seabee, Stinson SR4, 3 Cubs (2 Navions); AO—Wash., Ore., Brit. Col.; C-P.  
**BENGER AIR PARK**, Box 326, Friona, Tex.  
**BENTON FLYING SERVICE**, Box 146, Benton, Ark.  
**BERA FLYING SERVICE, INC.**, Box 581, Lexington, Neb.  
**BERKSHIRE AVIATION ENTERPRISES, INC.**, Great Barrington Airport, Great Barrington, Mass.; Walter Kolade, pres.; PA-12, 2 Cessna 140s, 4 Cubs; AO—Great Barrington area; C-P.  
**BERRYHILL AIRCRAFT SALES**, Box 730, Fort Morgan, Colo.  
**BERRY'S AIR SERVICE**, Munic. Airport, Pinedale, Wyo.  
**BEST AVIATION CO., INC.**, Box 6084, Raleigh, N. C.  
**BETHANY AIRWAYS, INC.**, Bethany Airport, Bethany, Conn.; Robert H. Halpin, pres.; Stinson 165, Piper Cruiser, Cessna 140; AO—NE U. S.; C-P.  
**BETHEL FLYIN GSERVICE**, 247 N. 2nd St., Montrose, Colo.; John B. Bethel, prop.  
**BEVERLY AIR SERVICE, INC.**, Rubinkam Airport, Harvey, Ill.  
**BIBLE'S FLYING SERVICE**, P. O. Box 500, Las Vegas, N. M.; J. Lloyd Bible, pres.; Fairchild, 2 Cessnas; AO—U. S., Canada, Mexico; C-P.  
**BIG BEND FLYING SERVICE, THE**, Box 230, Marathon, Tex.  
**BIG SPRING FLYING SERVICE**, Box 827, Big Spring, Tex.; W. K. Edwards, Jr., pres.; Cessna UC-78, Cessna 140, BT-13A; AO—U. S.; C-P.  
**BIRMINGHAM FLYIN GSERVICE**, Roberts Field, Birmingham 8, Ala.  
**BLACKSTEN, HAL C.**, Storm Lake, Iowa.  
**BLAIR FLYING SERVICE**, Munic. Airport, Blair, Neb.  
**BLUE RIDGE AVIATION, INC.**, Box 388, Elkin, N. C.  
**BLUFFS AVIATION SALES CO.**, Box 841, Scottsbluff, Neb.  
**BLYTHEVILLE FLYING SERVICE**, Blytheville, Ark.; W. H. Yarbrough & A. L. Richardson, Jr., props.; Cessna 140, PA-12; AO—U. S.; P.  
**BOHMER FLYING SERVICE, INC.**, Blue Grass Field, Lexington, Ky.  
**BONACCI FLYING SERVICE**, N. Omaha Airport, 72nd & McKinley St., Omaha, Neb.  
**BOOKWALTER, C. VERNON**, Rockford Bay, Ida.  
**BORDER AVIATION SERVICE**, Municipal Airport, El Paso, Tex.; William J. B. Fraszus, pres.; Swifts, Ercoupes, Stinsons; AO—within 600 miles of El Paso; P.  
**BOST'S FLYING SERVICE**, Newton-Conover Airport, Box 582, Newton, N. C.  
**BOTTINEAU AVIATION**, Bottineau, N. D.; Ernest Sorenson, pres.; Champion, Chief, Ercoupe (Aeronca); AO—N. D. area; C-P.  
**BOULDER FLYING SERVICE**, Boulder Airport, Boulder, Colo.  
**BOWEN FLYING SERVICE**, Box 915, West Memphis, Ark.  
**BOWLER'S AIR SERVICE**, Orofino, Ida.  
**BOWMAN FLYING SERVICE, INC.**, Dillant-Hopkins Airport, Keene, N. H.  
**BOYD AERO SERVICE**, P. O. Box 631, Santa Fe, N. M.; 2 single engine planes, not specified; AO—U. S.; P.  
**BOYLES FLYING SERVICE**, Box 1031, Merced, Calif.  
**BRADEN, EDWIN S.**, Easton Airport, Easton, Pa.  
**BRADSHAW FLYING SERVICE**, Bradshaw, Neb.  
**BRADY FLYING SCHOOL**, Curtis Field, Brady, Tex.  
**BRAM-AIR SERVICE, INC.**, Clarion, Iowa.  
**RAY BRAMER FLYING SERVICE**, Munic. Airport, Charles City, Iowa.  
**BRAMER FLYING SERVICE, RAY**, Munic. Airport, Charles City, Iowa.  
**BRANNON'S AERO SERVICE**, Box 871, Greenville, S. C.  
**BRANSON CHARTER SERVICE**, BEN, 3314 Wylie Drive, Dallas.  
**BRANSTETTER FLYING SERVICE, INC.**, Branstetter Airport, Rte 3, Box 1142B, Sacramento, Calif.  
**BRAYTON FLYING SERVICE, INC.**, Lambert Field, St. Louis.  
**BREEDLOVE AERIAL SERVICE**, CLENT, Box 1435, Lubbock, Tex.  
**BRIDGEPORT FLYING SERVICE, INC.**, Munic. Airport, Stratford, Conn.  
**BRIDGES AIRCRAFT, INC.**, Box 1162, Shelby, N. C.  
**BRIDGES AIRPORT**, 213 W. Gold St., Kings Mountain, N. C.; G. A. Bridges, pres.; Cruiser, 4 trainers; AO—local; P.  
**BRINCKERHOFF FLYING SERVICE**, College Park Airport, College Park, Md.; George C. Brinckerhoff, Dir. of Oper.; DC-8, Cessna T-60, Waco UPF7, 2 Beechcraft D-17Ss, 3 Fairchild M-62As, 18 J3 Cubs; AO—U. S.; C-P.  
**BRISTOW FLYING & REPAIR, P.O.**, Box 1013, Bristow, Okla.  
**BROOKS AIR TRANSPORTATION SERVICE**, 108 Sargeant St., Hartford, Conn.; John R. P. Brooks, pres.; Bellanca, Waco, Twin Cessna; AO—U. S.; C-P.  
**BROPHY FLYING SERVICE**, Audubon Airport, Williamsville, N. Y.  
**BROWN AIR SERVICE**, Box 848, Plainview, Tex.  
**BROWN, DONALD W.**, Lodgepole, Neb.  
**BROWN & HUTCHERSON AIR SERVICE**, Box 950, Plainview, Tex.  
**BROWN-SERVICE AIR AMBULANCE**, 709 1st Nat'l Bldg., Birmingham, Ala.  
**BROWN-WILLIAMS FLYING SCHOOL, INC.**, Bowman Field, Louisville, Ky.; P-I.  
**BROWN, WINFRED B.**, Parker Sky Camp, Weatherford, Tex.  
**BROWNE FLYIN GSERVICE**, 1209 Robertson Way, Sacramento, Calif.  
**BROWNING AERIAL SERVICE**, Box 1173, Austin, Tex.  
**BRUMLEY'S FLYING SERVICE**, Cornelia Fort Airport, Rosebank Ave., Nashville, Tenn.  
**BRUNING AVIATION, INC.**, 95 State St., Springfield, Wash.; 3 DC-3s; AO—U. S., South America; C.  
**BRYANT, M. D.**, Box 735, San Angelo, Tex.  
**BUCHANAN FLYING SERVICE**, Box 286, Montrose, Colo.  
**BUCKLEW AIR DELIVERY**, Ross Airport, 7700 N. Broadway, St. Louis.  
**BUCKHANNON FLYING SERVICE**, Lewis Field, Buckhannon, W. Va.; Layton L. Tharp, pres.; PA-12, Aeronca (Stinson Station Wagon); AO—U. S.; C-P.  
**BUFFALO AERONAUTICAL CORP.**, Buffalo Airport, Buffalo.  
**BUFFALO AIR-PARK, INC.**, 4500 Clinton St., Gardenville, N. Y.  
**BULLOCK'S AIRCRAFT SALES & SERVICE**, Box 310, Munic. Airport, Blackwell, Okla.  
**BURKS, LESLIE L.**, Licking, Mo.  
**BURLESON FLYERS**, Box 272, Albany, Ore.; Howard Burleson, prop.  
**BURROUGHS AIR TRANSPORT**, Munic. Airport, Hagerstown, Md.  
**BUSSARD AIR TAXI**, 3395 S. Lincoln, Englewood, Colo.; Julian Bussard, prop.; P.  
**BUSWELL, MYRON H.**, Box 803, Lakeside, Ore.  
**BUTTE AERO SALES & SERVICE, INC.**, Municipal Airport, Butte, Mont.; John C. Hoxsey, pres.; Bonanza, Swift; AO—Rocky Mt. area; P.  
**CAL-BROWN CO.**, 13610 S. Central Ave., Los Angeles.  
**CALEDONIA AIRWAYS, INC.**, St. Johnsbury, Vt.  
**CALIFORNIA AIRCRAFT CORP.**, 7902 Woodley Ave., Van Nuys, Calif.  
**CALIFORNIA EASTERN AIRWAYS, INC.**, Oakland Municipal Airport, Oakland 14, Calif.; Andre de Saint-Phalle, pres.; 5 DC-4s; AO—Oakland, Los Angeles, Denver, Chicago, Cleveland, St. Louis, Newark; C.  
**CALL FLYING SERVICE**, BARLOW H., Box 301, Afton, Wyo.; Barlow H. Call, pres.; Interstate S-1A (Callair A-3); AO—Wyo., Ida., Utah; P.  
**CALLIHAM, M. F.**, Panhandle, Tex.  
**CAMDEN FLYING SERVICE, P.O.**, Box 489, Camden, S. C.; P.  
**CAMDEN FLYING SERVICE, INC.**, Box 467, Grayson Field, Camden, Ark.; P.  
**CAMILLI FLYING SERVICE**, Eureka Airport, Sonoma, Calif.; P.  
**Campbell Flying Service**, Rolla, Mo.  
**CAMPBELLSVILLE FLYING SERVICE**, Box 218, Campbellsville, Ky.; Charles Nickles, pres.; Cub, Stinson, 2 Taylorcraft; AO—U. S.; C-P.  
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 CANNON AIRCRAFT SALES & SERVICE, Box 291, Charlotte, N. C.  
 CANNON AVIATION CO., INC., Hickory, N. C.  
 CANTON FLYING SERVICE, INC., Canton, Miss.  
 CANTRELL'S AERO SERVICE, P. O. Box 589, Conway, Ark.; Dennis F. Cantrell, prop.; Stearman, 2 Luscombes, 2 Aerocars, 2 Cessnas; AO—Ark., Tenn., Ohio; C-P.  
 CAPITAL AERO SERVICE, Municipal Airport, Sacramento, Calif.  
 CAPITAL AVIATION CORP., Box 725, Bismarck, N. D.; J. W. Watts, pres.; Cessna 140, Bellanca (Cessna 170); AO—U. S., Canada; C-P.  
 CAPITOL AIRWAYS, Cumberland Field, Nashville, Tenn.  
 CARDINAL AIR SERVICE, Kern County Airport, Bakersfield, Calif.  
 CARDINAL AVIATION, Box 6023, San Antonio 4, Tex.  
 CARIBBEAN AMERICAN LINES, INC., 229 Shoreland Bldg., Miami.  
 CARLIN AIRWAYS, Munic. Airport, Warsaw, Ind.  
 CARNAHAN FLYING SERVICE, Bloomington, Ill.; Art Carnahan, prop.; P.  
 CAROLINA AERO SERVICE, INC., Box 57, Anderson, S. C.  
 CAROLINA AIR PARK, INC., Rte 8, Box 42, Concord, N. C.; Homer L. Troutman, pres.; Super Cruiser, 2 Taylorcraft; AO—U. S.; C-P.  
 CAROLINA AIRCRAFT CORP., Kinston Munic. Airport, Kinston, N. C.; Truman W. Miller, pres.; Seabee, Piper J-3, Ercoupe, 4 Taylorcraft; AO—East N. C.; X.  
 CAROLINA AIRCRAFT SALES, Statesville Rd., Brockenborough Field, Charlotte, N. C.  
 CAROLINA AIRMOTIVE CORP., Box 283, Elkin, N. C.  
 CAROLINA AVIATION, Box 954, Greenville, S. C.  
 CAROLINA AVIATION SERVICE, INC., Lancaster, S. C.  
 CAROLINA FLYING SERVICE, Tarboro Municipal Airport, Tarboro, N. C.; George F. Hatch, prop.; Howard 450, Cub Cruiser, Airsedan; AO—U. S., Canada; C-P.  
 CAROLINA SKYWAYS, Box 265, Charleston, S. C.  
 CAROLINA SKYWAYS, Box 1303, Wilmington, N. C.  
 CARTHAGE FLYING SERVICE, Carthage, Ill.  
 Ore.; P-I.  
 CASCADE AIRWAYS TRAINING SCHOOL, 193 W. Visse, Lebanon, Ore.; P-I.  
 CARY, GEORGE STONE, 1235 Blvd., West Hartford, Conn.; George CASPER AIR SERVICE, Box 476, Casper, Wyo.; Zack Brinkerhoff, Jr., pres.; Bonanza, Bellanca, Silvair (5 Bonanzas); AO—U. S.; C-P.  
 Stone Cary, pres.; Waco ZGC-8; AO—U. S.; C-P.  
 CASPER FLYING SERVICE, INC., Box 808, Gillette, Wyo.  
 CATAWBA AIR SERVICE, Box 655, Rock Hill, S. C.  
 CATHCART, JOHN W., Box 33, Joseph, Ore.  
 CATLIN-HUTCHINSON FLYING SERVICE, Box 2566, Oklahoma City.  
 CATSKILL AIRPORT, INC., Box 16, Catskill, N. Y.; Lloyd A. Newcombe, pres.; Stinson 165; AO—U. S.; C-P.  
 CAVALIER AVIATION, INC., 3500 Seminary Ave., Richmond, Va.  
 CEDAR FLYING SERVICE, INC., Box 737, Dubuque, Iowa.  
 CENTER AIRPORT, Bloomsburg RD 5, Pa.  
 CENTRAL AIR TRANSPORT, Regal Hotel, Miami Beach; C-P.  
 CENTRAL AIRCRAFT, INC., Box 808, Grand Island, Neb.  
 CENTRAL AIRPORT, Rte No. 1, Richmond, Va.  
 CENTRAL AIRWAYS, INC., Des Moines, Ia.  
 CENTRAL FLORIDA FLYING SERVICE, Box 1, Taylor Field, Ocala, Fla.  
 CENTRAL FLYING SERVICE, Box 103, Centralia, Ill.

CENTRAL FLYING SERVICE, Lambert Field, Box 53, St. Louis.  
 CENTRAL PARK FLYING SERVICE, INC., Central Park Airport, 5600 Ave. Q, Birmingham 8, Ala.  
 CENTRAL STATES AIRCRAFT, INC., Ogallala, Neb.; Stinson, 2 PA-12s; 5 J3s; AO—U. S.; P.  
 CHAIRTOWN AVIATION CO., Box 386, Gardner, Mass.  
 CHAMBERSBURG FLYING SERVICE, Rte 3, Chambersburg, Pa.  
 CHAMP'S FLYING SERVICE, Munic. Airport, El Paso, Tex.  
 CHAPLIN'S AIRPARK, INC., Plymouth, Wis.  
 CHARLOTTE FLYING SERVICE, Munic. Airport, Charlotte, N. C.  
 CHARLESTON FLYING SCHOOL, Charleston Airport, Charleston, Ill.  
 CHESAPEAKE AIRWAYS, INC., Salisbury Munic. Airport, Salisbury, Md.; Fred P. Adkins; 2 DC-3s; AO—Md.; C-P.  
 CHESTERFIELD-CHERAW FLYING SERVICE, Box 68, Chesterfield, S. C.  
 CHILLICOTHE FLYING SERVICE, Box 51, Munic. Airport, Chillicothe, Mo.; Eugene E. Eschenbrenner, pres.; Stinson Reliant; AO—U. S.; C-P.  
 CHINCOTEAGUE SEAPLANE BASE, Chincoteague Island, Va.; C. L. Savage, prop.; Taylorcraft seaplane, Seabee, PT-17, 2 Taylorcraft landplanes, 2 J3 seaplanes; AO—mostly local, but not restricted; P-I.  
 CHIPPEWA FLYING SERVICE, INC., Box 32, Sault Ste. Marie, Mich.  
 CIRRIUS AIR SERVICE, Box 143, Antonito, Colo.; Stanley M. Koschick & James W. Hurst, props.; Cessna 120 (Cessna 120); AO—Colo. & surrounding states; C-P.  
 CLARENDON A & E SERVICE, Box 598, Clarendon, Tex.; Joe F. Jones, pres.; Cub, Stinson, 2 Funks; AO—Tex., Okla., N. M.; C-P.  
 CLARK'S FLYING SERVICE, Box 56, Nampa, Ida.  
 CLARKSBURG AVIATION CO., INC., Box 650, Clarksburg, W. Va.  
 CLEAR RIDGE AVIATION, INC., 72nd & Crown Point Rd., Omaha, Neb.; William A. Fraser, Jr., pres.; Cub Cruiser, 3 Stinsons, 7 trainers (Stinson); AO—Neb., West Iowa; C-P.  
 CLEARVIEW AIRPORT FLYING SERVICE, 2600 S. Hampton Rd., Dallas.  
 CLEMENTON AVIATION, INC., White Horse Pike & Brand Ave., Clementon, N. J.  
 CLEVELAND AIR SERVICE, JOHNIE, 322 Downing St., Jackson, Miss.; Johnie Cleveland, pres.; 2 Navions (3 Navions); AO—U. S.; C-P.  
 CLEVELAND & WADE, 3200 Dewey St., Clover Field, Santa Monica, Calif.; George L. Wade, pres.  
 CLIFTON FORGE AIR SERVICE, Box 529, Clifton Forge, Va.  
 CLINCH FLYING SERVICE, North Platte, Neb.; Bellanca, Cessna 40, 2 Cessna 120s, 4 Taylorcraft (Cessna 170); AO—U. S.; C-P.  
 CLINTON AVIATION CO., Hangar 1, Stapleton Airfield, Denver.  
 CLIPPER AIR SPECIALTIES, 3 Windsor Lane, Kirkwood 22, Mo.; W. Calvin Clippinger, pres.; AO—East, Midwest; C-P. (Inactive at present time, but expects to reinstitute operations this year.)  
 CLOTHIER FLYING SERVICE, Florence, Kan.; Norman A. Clothier, pres.; Super Cruiser; AO—U. S.; C-P.  
 CLUGSTON, HARRY L., Macomb Airport, Macomb, Ill.  
 COALINGA AIR SERVICE, Box 546, Coalinga, Calif.  
 COAST AIR TRANSPORT, INC., Box 312, Middletown, N. J.  
 COAST PACIFIC AIR SERVICE, INC., Box 151, Bellingham, Wash.  
 COASTAL AIR CO., 255 E. 9th St., Hialeah, Fla.; D. E. Richmond, pres.; DC-3; AO—N. Y., Havana, San Juan; C-P.



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# UNITED STATES AIR FREIGHT AND IRREGULAR AIR CARRIERS—Continued

COASTAL AIR LINES, INC., Northeast Airport, Phila., Pa.; Herbert Sussman, pres.; 3 DC-3s; AO—U. S. & territories, South America; C. COASTAL CARGO CO., INC., White Star Air Terminal, Teterboro, N. J.; C. COASTALAIR, INC., Virginia Beach Airport, Rte 1, Box 64A, Lynnhaven, Va. COASTWAY SCHOOL OF AERONAUTICS, Tillamook, Ore.; P. I. COCHRAN, JR., FRANKLIN MILLER, Box 275, Davidson, N. C. COCKETT AIRLINES, 1517 Leilani St., Honolulu, C-P. CODY-WIECKING AERO SERVICE, Box 165, Scappoose, Ore.; also Box 55, Astoria, Ore.; L. D. Cody & C. W. Wiecking, props.; Aeronca Chief, 2 PT-26s, 2 Stinsons, 3 Cessnas (Stinson); AO—Pacific Northwest; C-P. COFFEYVILLE AIRWAYS CO., Box 274, Coffeyville, Kan.; John H. Lightstone, pres.; Super Cruiser, 2 Stinsons, 2 Cessna 140s; AO—600 miles from base; C-P. COFFIE FLYING SERVICE, HARRY, Katherville, Ia.; Harry E. Coffie, pres.; Fairchild 24, Bellanca, Cessna 140 (Bonanza); AO—Unlimited; C-P. COINER POPE FLYING SERVICE, Waynesboro Airport, Waynesboro, Va. COLES FLYING SERVICE, Box 94, Kokomo, Ind.; Weldon L. Coles, prop.; Cessna 140 (Cessna 170); AO—300 miles from base; C-P. COLLETON AVIATION SERVICE, INC., Box 214, Walterboro, S. C. COLONIAL AIR SERVICE, Box 341, Sausalito, Calif. COLONIAL FLYING SERVICE, Colonial Airport, Mt. Airy, N. C. COLUMBIA AIR CARGO, INC., 1215 Weatherly Bldg., Portland, Ore. COLUMBIA AIRCRAFT SERVICES, Bloomsburg Municipal Airport, Bloomsburg, Pa. COLUMBIA FLYING SERVICE, Municipal Airport, Columbia, Mo.; E. W. Woods, Prop.; P. COLUMBUS AIRWAYS, INC., P.O. Box 1478, Columbus, Ga. COLUMBUS FLYING SERVICE, Columbus, Mont. COLVILLE AIR SERVICE, Box 32, Colville, Wash. COMBS FLYING SERVICE, W. T., P.O. Box 550, Bristol, Va. COMMERCIAL AIR CARGO, Leach Field, Box 97, Hartford, Mich.; C. R. Leach, vice pres.-oper.; C-47, T-50, 5 C-46s (2 C-46s); AO—U. S., foreign; C-P. COMMUNITY AVIATION CORPORATION, Box 426, Morganton, N. C. CONDOIR LINE, Box 16, Miami; R. S. Enslow, mgr. CONEJO VALLEY AIRPORT, P.O. Box 380, Thousand Oaks, Calif. CONN-AIR, INC., Danbury Airport, Danbury, Conn.; Richard E. Conley, pres.; Widgcon, Navion, 2 Stinsons; AO—East U. S.; C-P. CONNECTICUT VALLEY AIR SERVICE, Whitefield, N. H.; Richard H. Adams, pres.; Super Cruiser, Voyager 165, 2 Ercoupes; AO—350 miles from base; C-P. CONNECTICUT VALLEY AIRWAYS, INC., Box 418, W. Lebanon, N. H. CONNELLSVILLE AIRPORT SERVICE, INC., Box 797, Connelville, Pa. CONSOLIDATED AIR SERVICE, Hayward Airport, Hayward, Calif. CONSOLIDATED AIR TRANSIT, INC., Teterboro Air Terminal, Teterboro, N. J.; William H. Burr, Jr.; BT-13B-VU, 2 DC-3s (2 DC-3s, 2 C-46s); AO—East Midwest, Southern U. S., Puerto Rico, Neth. W. I., Central America, South America; C-P. CONSOLIDATED SCHOOL OF AVIATION, INC., Cape Girardeau, Mo.; William J. Klea, pres.; Stinson V-77, Cub Cruiser, Luscombe; AO—U. S.; C-P. CONTINENTAL CHARTERS, INC., 774 N.E. 71st St., Int'l Airport, Miami. CONTINENTAL DIVIDE AVIATION CO., Box 851, Rawlins, Wyo. CONWAY VALLEY AIRPORT, Box 276, Conway, N. H. COOK'S AERO SERVICE, Box 41, Alcoa, Tenn. COOLIDGE FLYING SERVICE, Box 1208, Coolidge, Ariz.; Russell White & Leon Smith, props.; Stinson Station Wagon (Stinson); AO—U. S.; C-P. CORSAIR FLYING SERVICE, INC., Box 315, Kallispell, Mont. CORSICANA SCHOOL OF AERONAUTICS, Box 1133, Corsicana, Tex.; P-I. CORTEZ FLYING SERVICE, Cortez, Colo. CORTLAND AIRWAYS, Municipal Airport, Cortland, N. Y. CORVALLIS FLYING SERVICE, INC., Rte 1, Corvallis, Ore. CRAWFORD, EVERT TERRY, Box 267, Nacordoches, Tex. CRESCENT AIR TRAVEL SERVICE, 5505 Farragut St., Hyattsville, Md.; Russell R. Lamon, pres.; Stinson V-77, Luscombe (DC-3); AO—U. S.; C-P. CRESCENT CITY AIRWAYS, New Orleans Airport, New Orleans; James B. Levert, prop.; Stinson AT-19, Stearman PT-17, Taylorcraft, Cub seaplane, 4 Cubs; AO—U. S.; C-P. CRETE FLYING SERVICE, Munic. Airport, Crete, Neb. CRIBBETT FLYING SERVICE, Wahoo, Neb. CROMELIN'S AIR ACTIVITIES, INC., Daniel Field, Augusta, Ga. CROSBYTON FLYING SERVICE, INC., Crosbyton, Tex. CUERO FLYERS, INC., Box 431, Cuero, Tex.; John W. Giffin, pres.; Bellanca, Cessna 120, Funk 85, DC-3, 2 Twin Cessnas, 4 Cub J-3s; CUMBERLAND AIRWAYS, INC., Box 906, Cumberland, Md. CUMBERLAND FLYING SERVICE, RFD 3, Portsmouth, Va. CURREY AIR TRANSPORT, LTD., Munic. Airport, Galesburg, Ill.; DC-3, Cessna UC-78, Bell helicopter, 2 Bonanzas; AO—North & South America; C-P. CURRY FLYING SERVICE, 882 Palm St., Abilene, Tex. AO—2,000 miles from base; C-P-I. D. & D. FLYING SERVICE, Box 227, Clinton, Okla. DABNEY, VIRGINIUS, 6619 Robin Rd., Dallas, Tex. DAKOTA AVIATION CO., W. W. Howes Munic. Airport, Huron, S. D. DAKOTA SKYWAYS, Box 1676, Fargo, N. D.; Vernon L. Scott, pres. DALLAS AIRCRAFT SALES, INC., 3416 Love Field Dr., Box 7121, Dallas. DANIELS, LEWIS D., 3728 E. 29th Ave., Spokane, Wash. DANVILLE FLYING SERVICE, Danville, Pa.; Kenneth B. Burrows, pres.; PA-12 (4-place plane, unspecified); AO—U. S.; C-P. DANVILLE FLYING SERVICE, INC., Box 1014, Danville, Va. DAVIDSON AIR SERVICE, Vermillion, S. D. DAVIS FLYING SCHOOL, 509 W. French Pl., San Antonio, Tex.; F. C. Davis, mgr.; P-I. DAVIS FLYING SERVICE, Lake Village, Ind. DAVIS FLYING SERVICE, Laytonville, Md. DAVIS, JOHN G., Box 4082, Knoxville, Tenn. DAVIS SEAPLANE BASE, Rte 3, Box 506A, Orlando, Fla.; A. H. Lane, pres.; 3 Aeroncas; AO—Fla.; C-P. DAY FLYING SERVICE, JOHN, Box 261, John Day, Ore. DEATON FLYING SERVICE, HASKELL A., Plaza Airport, Charlotte, N. C.; Haskell A. Deaton, prop.; Luscombe, PA-11, 2 PA-12 Cruisers; AO—U. S.; C-P. DE AUTREMONT, VERNE, 1130 Chemeketa St., Salem, Ore. DECATUR AVIATION CO., Box 630, Decatur, Ill.; Hunter C. Moody, mgr. DELMARVA FLYING SERVICE, Delmarva Airport, Salisbury, Md. DEMING AIR PARK, Box 110, Deming, N. M.; Frank M. Huxtable, prop. DENIEN, RALPH R., Boss-Denien Airport, Salem, Ind.; Ralph R. Denien, prop.; 2 Cubs; AO—U. S.; C-P. DENTON AVIATION CO., Denton, Tex.; Jack Grey, pres.; PA-12, Stinson 108; AO—U. S., Canada, Mexico; C-P. DES MOINES FLYING SERVICE, Box 172, Des Moines, Ia. DESCOMB FLYING SERVICE, INC., Brainard Field, Hartford, Conn. DEVENER, RAYMOND F., Broadway, Hanover, Pa. DEVILS LAKE FLYING INDUSTRIES, Box 158, Oceanlake, Ore. DICKERHOOF FLYING SERVICE, Municipal Airport, Chanute, Kan. DIECKBRADER, R. E., 5391 Eastern Ave., Cincinnati. DIXIE AIR ASSOCIATES, INC., Box 112, Buntyn Station, Memphis. DIXIE AVIATION CO., Owens Field, Columbia, S. C.; M. Berley Kittrell, pres.; Stinson V-77, Station Wagon; AO—U. S.; C-P. DODGE CITY AIR SERVICE, INC., Box 190, Dodge City, Kan. DONAHOE AIR SERVICE, Box 709, Chehalis, Wash. DONALDSON COMPANY, INC., Plentynwood, Mont. DONNER AIR SERVICE, 459 1st Nat'l Bank Bldg., Colorado Springs, Colo.; Robert Donner, pres.; Bonanza; AO—U. S.; C-P. DOTSON BROS., Coeburn Airport, Coeburn, Va. DOUGLAS AERO COMPANY, INC., Box 575, Douglas, Wyo. DRAPOLA FLYING SERVICE, Walker Field, Grand Junction, Colo. DUDA AIRWAYS, ED, 234 Second St., Pittsfield, Mass. DUNCAN FLYING SERVICE, Box 647, Duncan, Okla. DUNCAN, OSCAR, Weatherford, Okla. DUPEN FLYING SERVICE, Munic. Airport, Sacramento, Calif. DYERSBURG FLYING SERVICE, Box 381, Dyersburg, Tenn. EAGLE AIR EXPRESS, Box 209, Yakum, Tex. EAGLE AIR FREIGHT, Lockheed Air Terminal, Burbank, Calif.; J. B. Mahon, pres.; 4 DC-3s; AO—Seattle-Dallas; C. EAGLE AIR SERVICE, Box 1327, Adams Field, Little Rock, Ark. EAGLE AIRWAYS, INC., Box 21, Casper, Wyo. EAGLE TAIL, INC., Box 147, Raton, N. M. EASTERN AVIATION, INC., Beverly Airport, Beverly, Mass.; John R. Miller, mgr.; Luscombe, Cessna, Stinson, 4 Aeronca 7ACs, 2 Aeronca 11ACs; AO—Beverly area; I. EASTERN SHORE AIR SERVICE, Parkesley, Va. EASTERN SHORE FLYING SERVICE, Kellam Field, Weirwood, Va.; Harry W. McCann, Jr.; PA-12; AO—East of Mississippi River; P. EATON RAPIDS FLYING SERVICE, Eaton Rapids, Mich.; William L. Hawk, pres.; T-50, Station Wagon (Station Wagon); AO—Mich.; C-P. ECHOLON AERONAUTICAL SERVICE, Box 104, Haddonfield, N. J.; Rogers M. Smith, pres.; Howard, Stinson, Aeronca, Ercoupe, Vultee BT-13A; AO—East U. S.; C-P. ECCLES FLYING SERVICE, Wolf Point, Mont. EDE, JOHN S., 1112 Jefferson Ave., Des Moines. EDGERTON FLYING SERVICE, 2417 Travis St., Laredo, Tex. EDMONDSON FLYING SERVICE, INC., Clover, Va. ELDON FLYING SERVICE, Eldon Airport, Eldon, Mo. ELK POINT FLYING SERVICE, Elk Point, S. D.; J. H. Crowder, pres.; BC-12D Taylorcraft; AO—Central States; C-P. ELKHART FLYING SERVICE, INC., Eastside Airport, Box 602, Elkhart, Ind.

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 EMERY FLYING SERVICE, Cameron, Mo.  
 EMMERT AIRPORT, INC., Eldota, Ia.; Leslie T. Emmert, pres.; Stinson 150, Cessna (Bellanca); AO—U. S.; C-P.  
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 ENO FLYING SERVICE, Eno Airport, Fort Dodge, Ia.  
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 ERIE COUNTY FLYING SERVICE, Box 256, Fairview, Pa.; M. E. Dudlak, mgr.; Twin Cessna, Cessna 140, AT-6, Bellant, PT-19, 4 Aerona 7ACs (Stinson 165); AO—Unrestricted; C-P-I.  
 EUGENE FLYING SERVICE, Box 229, Eugene, Ore.; Joseph Harrell, pres.; Cub, Cruiser, Cessna AO—U. S.; C-P.  
 EUNICE AIRPORT, Box 415, Eunice, La.  
 EUSTIS AIR SERVICE, Box 700, Eustis, Fla.  
 EXECUTIVE AIRLINES, INC., 614 Chester-Ninth Bldg., Cleveland.  
 EXECUTIVE AVIATION, INC., Munic. Airport, Hayward, Calif.  
 FAHNS, ALFRED W., Michael Rd., Orchard Park, N. Y.  
 FABER FLYING SERVICE, INC., Valley Airport, Box 448, Waynesboro, Va.  
 FAIRFOREST AIRPORT, INC., Box 709, Spartanburg, S. C.  
 FALCON AIRWAYS, Box 180, Reidsville, N. C.  
 FALCONER AIRPORT, Falconer, N. Y.  
 FALLS FLYING SERVICE, Thief River Falls, Minn.; L. A. Ihle, pres.; Cub, Taylorcraft, 2 Voyagers; AO—N. Minn.; C-P.  
 FARMINGTON AVIATION CORP., Box 256, Farmington, Mo.  
 FARRAR, LES, 900 42nd St., San Bernardino, Calif.  
 FARRELL FLYING SERVICE, Twin City Airport, Benton Harbor, Mich.  
 FAURIE FLYING SERVICE, Box 11, Gonzales, Tex.  
 FAULKNER & AYERS, INC., Box 36, Paris, Tex.  
 FAYETTEVILLE AIR SERVICE, Fayetteville, N. C.; Cub; AO—U. S.; C-P.  
 FAYETTEVILLE FLYING SERVICE, Box 544, Fayetteville, Ark.  
 FECHTER-BROWER AIR SERVICE, Sutherland, Ia.  
 FELT'S FLYING SERVICE, Box 176, Roseburg, Ore.  
 FERNS FLYING SERVICE, Concord Airport, Concord, N. H.; Franklin T. & John W. Ferns, props.; Stinson 150, Cessna 140 (Cessna 170); AO—U. S., Canada; C-P.  
 FESTUS FLYING SERVICE, INC., 215 Main St., Festus, Mo.  
 FINLEY'S FLYING SERVICE, Box 365, Joplin, Mo.  
 FLAG-AIR, INC., Box 1398, Flagstaff, Ariz.; Carl H. Guthrie, pres.; Voyager, Silvaire; AO—U. S.; C-P.  
 FLAMINGO AIR SERVICE, INC., Teterboro Airport, Teterboro, N. J.; Eugene G. Statter, pres.; Cub, 5 DC-3s; AO—Albany, Atlanta, Boston, Chicago, Cincinnati, Cleveland, Columbus, Flint, Ft. Myers, Hartford, Louisville, Miami, Newark, N. Y., Phila., Raleigh-Durham, St. Petersburg, W. Palm Beach; C.  
 FLEMING FLYING SERVICE, 617 3rd St., Eureka, Calif.  
 FLIGHT LINE, INC., Munic. Airport, Lincoln, Neb.  
 FLORIDA AVIATION COLLEGE, Box 1621, Drew Field, Tampa; P-I.

FLYING DUTCHMAN AIR SERVICE, Somerton Airport, Phila.; P.  
 FLYING TIGER LINE, INC., Lockheed Air Terminal, Burbank, Calif.; Robert W. Prescott, pres.; 12 C-47s, 4 C-54s; AO—Allentown, Chicago, Cleveland, Dallas, Dayton, Detroit, Kansas City, Los Angeles, Okla. City, Phila., San Franc., Seattle, St. Louis, Teterboro; C. (Flying Tiger Transport, Inc., available for any type of service on charter basis.)  
 FORDVILLE FLYING SERVICE, Fordville, N. D.  
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 FORT SMITH FLYING SERVICE, Box 1056, Fort Smith, Ark.  
 FOSS FLYING SERVICE, INC., JOE, Munic. Airport, Sioux Falls, S. D.; Joseph J. Foss, pres.; Taylorcraft, Stearman, PT-17, PT-19, PT-26, Stinson 10A, Stinson V-77; AO—S. D., N. Neb., W. Minn., W. Ia.; C-P.  
 FORT SUMNER FLYING SERVICE, Box 561, Fort Sumner, N. M.  
 FRANKLIN AIRCRAFT SALES & SERVICE CORP., Box 1191, Great Falls, Mont.  
 FRANK'S FLYING SERVICE, Farmer's Field Airport, Palestine, Ill.  
 FRAZIER, K. R., Scott Depot, W. Va.  
 FREDONIA AIRPORT, Box 141, Fredonia, N. Y.  
 FREMONT AIR SERVICE, INC., Box 371, Florence, Colo.  
 FRONTIER AIRCRAFT SERVICE, 3322 Pioneer Ave., Cheyenne, Wyo.  
 FRONTIER AVIATION CO., Box 1, Laramie, Wyo.  
 FROST AIR SERVICE CO., INC., South St., West Haven, Conn.  
 FRYE, BERNARD N., Madison, Minn.  
 FUELBERG, R. G., Wayne, Neb.  
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 GADSDEN FLYING SERVICE, INC., Gadsden, Ala.  
 GAINESVILLE AIR SERVICE, Box 502, Gainesville, Ga.  
 GALAX AIRPORT, INC., THE, Galax, Va.  
 GALLAGHER BROS., 921 Land Title Bldg., Philadelphia.  
 GALVESTON AVIATION SERVICE, Box 851, Galveston, Tex.  
 GALVIN FLYING SERVICE, Boeing Field, Seattle; Jim Galvin, pres.; PA-11, 2 Super Cruisers (2 Pipers); AO—N. W. Wash.; C-P.  
 GAMBLE AIRPORT, Rte 1, Hobart, Ind.  
 GANNOC FLYING SERVICE, INC., Box 389, New London, Conn.; Raymond D. Gannoe, pres.; Cessna 120, Cessna T-50, PT-26, 2 PA-11s; AO—U. S.; P.  
 GARDEN CITY AVIATION SALES & SERVICE, Box 381, Garden City, Kan.; Lowell Brakey & R. Deines, props.; Navion, Super Cruiser, Ercoupe 415C (Navion); AO—U. S.; C-P.  
 GARDEN CITY FLYING SCHOOL, Munic. Airport, Garden City, Kan.  
 GARDINIER FLYING SERVICE, Medford, Wis.; W. E. Gardinier & F. A. Strombon, props.; 2 Taylorcraft DC-12Ds; AO—Wis. & surrounding states; C-P.  
 GATE CITY AERO SERVICE, Munic. Airport, Atlanta, Ga.; H. W. Clay, pres.; Skyraider C-185, Cessna T-50; AO—U. S.; P.  
 GATES & MEADE FLYING SERVICE, Box 38, Fortuna, Calif.  
 GAULT AVIATION, INC., Cuddihy Field, Corpus Christi, Tex.; Roger L. Gault, pres.; Cessna T-50, Bonanza, Taylorcraft; AO—S. W. U. S.; C-P.  
 GELTZ AIR SERVICE, ROY K., Box 811, Lancaster, Pa.  
 GENERAL AIR CARGO, INC., 1500 S. W. Harbor Drive, Portland, Ore.; Gus Callas, pres.; 2 DC-3s (DC-3); AO—U. S., Alaska; C-P.  
 GENERAL AIRCRAFT CO., INC., Box 1006, Boise, Ida.  
 GENERAL AIRCRAFT SERVICE CO., Box 235, Gooding, Ida.  
 GENERAL AIRPLANE SERVICE, Box 250, Sheridan, Wyo.; N. P. Yentzer, Jr. & R. V. B. Yentzer, props.; Luscombe SA, 2 PA-11s, 2 PA-12s; AO—U. S.; C-P.

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 GERMAN, MILO, Cozad, Neb.  
 GIBSON AIR SERVICE, LeTourneau Airport, Toccoa, Ga.  
 GILBERT AIR SERVICE, RFD 2, Arcola, Ill.  
 GILCHRIST FLYING SERVICE, RR 2, Iowa Park, Ia.  
 GILLESPIE AVIATION CO., McKellar Airport, Box 1010, Jackson, Tenn.  
 GILLETTE AIR PARK, Gillette, Wyo.  
 GILLIS FLYING SERVICE, Box 1718, Billings, Mont.  
 GILMORE REFRIGERATION SERVICE, INC., HUGH, 126 N. DeVilliers St., Pensacola, Fla.; Hugh Gilmore, prop.; Voyager; AO—U. S.; P.  
 GLASSCOCK AVIATION ACTIVITIES, Box 2388, Corpus Christi, Tex.  
 GLENDIVE FLYING SERVICE, Glendive, Mont.; Martin R. Railey, pres.; Cessna 140, Station Wagon, 2 Aerona 7AC; AO—Glendive area; C-P.  
 GLENROCK FLYING SCHOOL, INC., Box 2362, Norfolk, Va.; 15 planes including Cubs, Aerona, Taylorcraft, Ercoupe, Ryans, Stearman, Cruisers; AO—Norfolk area; P-I.  
 GLOBE FLYING SERVICE, Kellogg Field, Battle Creek, Mich.  
 GLOBE FREIGHT AIRLINE, INC., 739 Main St., Hartford, Conn.; Capt. James N. Laneri, pres.; 3 C-46s (3 C-46s); AO—Hartford, N. Y., Phila., Balt., Richmond, Charlotte, Atlanta, Birmingham; C.  
 GLOSE, ARTHUR W., 230 N. 8th St., Allentown, Pa.  
 GLOVER, W. B., Box GG, Erwin, N. C.  
 C-P.  
 GODDARD FLYING SERVICE, Box 58, Ardmore, Okla.; W. R. Goddard, prop.; Cessna 120, Cessna 140, Cessna 170, Station Wagon; AO—Not restricted; C-P-A.  
 GOODLAND FLYING SERVICE, Munic. Airport, Goodland, Kan.  
 GOOD'S FLYING SERVICE, Box 327, Edna, Tex.  
 GOPHER AVIATION, INC., Rochester Airport, Rochester, Minn.; Arthur G. Hoffman, pres.; Bonanza, PA-12, 2 UC-78s; AO—U. S., Canada; P.  
 GORDON'S FLYING SERVICE, Pontiac Airport, Pontiac, Mich.  
 GOTHENBURG FLYING SERVICE, Gothenburg, Neb.; C. H. Fiese, pres.; Cruiser; AO—U. S.; P.  
 GRAF AVIATION FLIGHT SCHOOL, Graf Field, Lake Ave., Lockport, N. Y.; P-I.  
 GRAHAM FLYING SERVICE, Box 26, Blvd. Sta., Sioux City, Iowa.  
 GRAHAM-BELL AVIATION SERVICE, INC., Box 768, Albuquerque, N. M.  
 GRAND FIELD FLYING SERVICE, Grand Mound, Ia.  
 GRANDVIEW FLYING SERVICE, Kansas City-Grandview Airport, Grandview, Mo.  
 GRANGEVILLE AIR SERVICE, Box 112, Grangeville, Ida.  
 GRANTS PASS AIR SERVICE, Munic. Airport, Grants Pass, Ore.  
 GRAVES FLYING SERVICE, Henry Co. Airport, Paris, Tenn.  
 GRAY FLYING SERVICE, Stamford, Tex.; C. H. Gray, prop.  
 GRAY'S AIRPORT, INC., Rte 1, Leesburg, Fla.  
 GRAZIER FLYING SERVICE, Livingston, Mont.; Glen C. Grazier, prop.; Stinson, Swift, 3 Aerona; AO—U. S.; C-P.  
 GREAT CONTINENT AIR SERVICE, INC., Milwaukee Co. Airport, Milwaukee, Wis.  
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 GREAT LAKES SKYWAYS, Box 423, Sault Ste. Marie, Mich.  
 GREEN FLYING SERVICE, Rte 4, Box 572B, Eugene, Ore.  
 GREENBRIER AIRPORT, Box 447, White Sulphur Springs, W. Va.; Donald A. Morgan, oper.-mgr.; Ercoupe, Super Cruiser, Howard DGA-15; AO—W. Va. & eastern points; C-P.  
 GREENSBURG AVIATION CO., Box 43, Greensburg, Pa.  
 GREENWOOD AVIATION CO., Box 379, Greenwood, Miss.  
 GREER FLYING SERVICE, J. D., Box 389, Palmetto, Fla.  
 GRENADA AIR SERVICE, Box 828, Grenada, Miss.  
 GREY FLYING SERVICE, Bradenton Beach, Fla.; Robert P. Grey, pres.; Cub, Cruiser, Ercoupe; AO—South U. S.; P.  
 GREYBULL FLYING SERVICE, Box 689, Greybull, Wyo.  
 GREYLOCK AIRWAYS, INC., Pittsfield Airport, Pittsfield, Mass.; John A. Heaton, pres.; Stinson 165; AO—150 miles from base; C-P.  
 GRIDLEY FLYING SERVICE, Box 56, Ypsilanti, Mich.  
 GRIFFIN AIRWAYS, Howey-in-the-Hills, Fla.; W. F. Schanz, mgr.; D18S, PA-11; AO—U. S.; C-P-A-I.  
 GRIM FLYING SERVICE, INC., R.F.D. 4, Staunton, Va.  
 GRIMES FLYING SERVICE, Grimes Field, Urbana, Ohio.  
 GRIMES FLYING SERVICE, WALTER, R.F.D. 1, Bethel, Pa.; Walter H. Grimes, prop.; Stinson 165, Cruiser, T-50, DC-3; AO—U. S.; C-P.  
 GROVE'S FLYING SERVICE, Box 1022, Camas, Wash.  
 GRUMMAN FLYING SERVICE, Grumman Aircraft Engineering Corp., Bethpage, L. I., N. Y.  
 GULF & WESTERN AIRLINES, INC., 8680 Lockheed St., Houston, Tex.  
 GULF AIRMOTIVE, Box 597, Bradenton, Fla.  
 GULF AIRWAYS, INC., Box 1126, Fort Myers, Fla.  
 C-P.  
 GULF COAST FLYING SERVICE, Box 1361, Kingsville, Tex.  
 GUSTAFSON & ANDERSON FLYING SERVICE, Wolf Point, Mont.; Harold P. Anderson, pres.; Super Cruiser (Piper 4-place); AO—U. S.; H & H AIRWAYS, Boire Field, Nashua, N. H.; John A. Rapsis & Kenneth C. Howe, props.; Stinson 108, Taylorcraft; AO—U. S., Canada; C-P.  
 H & H FLYING SERVICE, INC., Box 742, Redding, Calif.; Alma J. Hinds, pres.; Cub, Cornell, Taylorcraft; 3 Cessna 120s (Cessna 170); AO—Redding area; C-P-I.  
 HAGER FLYING SERVICE, 7700 N. Broadway, St. Louis.  
 HAILE FLYING SERVICE, Haile Airport, Austin, Tex.  
 HAILE-BYBEE FLYING SERVICE, Box 488, Del Rio, Tex.  
 HAIR FLYING SERVICE, Baton Rouge, La.; J. D. Hair, prop.; Stinson 165, Cruiser, Cessna 140; AO—Not restricted; C-P.  
 HAIR, MARION P., 1916 Avenue B, San Antonio, Tex.  
 HALL, ARCH W., 1037 N. Main, Sheridan, Wyo.  
 HALL FLYING SERVICE, Eagle Pass, Tex.; Fred H. Hall, Jr., pres.; Cessna 140 (Cessna 170); AO—U. S.; C-P.  
 HALLOCK CHARTER SERVICE, Rte 2, Box 108A, Austin, Tex.; Bruce K. Hallock, pres.; 2 Stinson 150s; AO—Austin area; C-P.  
 HALL'S FLYING SERVICE, Clarksville, Ark.; Claud F. Hall, pres.; Cessna 140, 2 Champions (Cessna 170); AO—U. S.; P.  
 HALSMER FLYING SERVICE, R. R. No. 5, Lafayette, Ind.; Francis P. Halmser, pres.; Cub, 2 UC-78s, 2 BT-13s; AO—U. S., Europe; C-P.  
 HAMBURG AIRPARK, INC., Box 158, Hamburg, N. Y.  
 HAMBURG FLYING SERVICE, Hamburg, Ark.  
 HAMILTON FLYING SERVICE, Hamilton, Mont.; Robert C. Johnston & Harry O'Brien, props.; Cruiser, Fairchild, Cessna 140, 3 Cubs (Norseman); AO—W. Mont.; C-P.  
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 HARTE FLYING SERVICE, Hanger 2, Munic. Airport, Wichita, Kan.  
 HARTMAN AIRWAYS, INC., DON, Box 466, Harrisonburg, Va.; Don Hartman, pres.; Twin Cessna, 2 Reliants, other lightplanes not specified; AO—U. S., Canada, Mexico; C-P.  
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 HEDDEN FLYING SERVICE, Belleville, Kan.; V. W. Hedden, pres.; Waco, Stinson, Aerona; AO—U. S.; C-P.  
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 HEMISPHERE AIR TRANSPORT, 10 E. 40th St., N. Y.  
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 HOLT FLYING SERVICE, Fort Meadville Airport, Meadville, Pa.  
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 HUNDLEY'S CLEANERS & MEN'S WEAR, 21 Main St., Box 627, Post, Tex.  
 HUNTER, CECIL M., 2812 Ridgemere Blvd., Amarillo, Tex.; Cecil M. Hunter, pres.; Navion; AO—Midwest; C-P.  
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 J & L FLYING SERVICE, Box 23, Chester, S. C.; Cessna 140, 2 Cessna 120s; AO—unlimited; C-P.  
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 JAMES FLYING SERVICE, Box 1668, Prescott, Ariz.  
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 JANSSEN SKYTEL & FLYING SERVICE, McPherson, Kan.; William H. Janssen, prop.; Ercoupe, Station Wagon, 2 Cubs, 3 BC-12Ds (Station Wagon); AO—Central States; C-P.  
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 JASPER COUNTY AIRPORT, Rensselaer, Ind.  
 JEFFERS, QUENTIN B., Box 293, Scotia, Calif.  
 JENNINGS BROS. AIR SERVICE, Box 306, No. Grafton, Mass.  
 JERSEY AIRWAYS, Box 270, Belmar, N. J.; E. I. Brown, pres.; T-50, Stinson 150, Ercoupe, 4 Aeroncas, 7ACs (Aeronca); AO—U. S.; C-P.  
 JEWETT, MARTIN L., Ushers Rd., Jonesville, N. Y.  
 JOHANSON FLIGHT SERVICE, Rte 3, Box 169, Astoria, Ore.; Gerald B. Johanson, prop.; Navion, PT-19, Swift, 2 Aeroncas, 2 Luscombes; AO—Ore., Wash.; C-P.  
 JOHNSON CITY AIRPORT, Box 988, Johnson City, Tenn.; Daniel J. Zoerb, pres.; BT-13, Stinson SR8-B; AO—U. S.; C-P.  
 JOHNSON FLYING SERVICE, Box 201, Greenwood, S. C.; Luther C. Johnson, prop.; Bonanza, Super Cruiser, Ercoupe; AO—X; C-P.  
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 KANSAS AIR ACTIVITIES, INC., Box 254, Russell, Kan.  
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 KENNEDY-RILEY FLYING SERVICE, Rte 3, Wilroads Gardens Airport, Dodge City, Kan.  
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 KENTUCKY AIR TRANSPORT, INC., Bowman Field, Louisville, Ky.  
 KERRVILLE FLYING SERVICE, Kerrville Munic. Airport, Box 108, Kerrville, Tex.; Carl D. Meek, pres.; Cruiser, Taylorcraft (Station Wagon); AO—unlimited; P.  
 KESTERSON, INC., Box 1145, Knoxville, Tenn.  
 KEYSER AIR SERVICE, INC., Keyser, W. Va.; C. Arnold Ludwig, pres.; Cessna UC-78, Super Cruiser; AO—unlimited; C-P.  
 KIDD AIRCRAFT, Box 906, Corpus Christi, Tex.  
 KIDD FLYING SERVICE, J. B., Rte 6, Box 349, Springfield, Mo.; J. B. Kidd, prop.  
 KILCORE FLYING SERVICE, INC., Box 230, Kilgore, Tex.  
 KINGFISHER AIRPORT, Box 18, Kingfisher, Okla.  
 KING'S AERO SERVICE, Box 1435, Hurley, N. M.  
 KING'S GATEWAY CHARTER SERVICE, King's Gateway Hotel, Land O' Lakes, Wis.  
 KING'S SCHOOL OF AVIATION, Munic. Airport, Columbus, Ga.; G. Wood King, prop.; P-I.  
 KINSER FLYING SERVICE, Box H, Ozone, Tex.  
 KIOWA FLYING SERVICE, Kiowa, Kan.; Robert Schooley, pres.; Cruiser, Cub trainer, Taylorcraft; AO—U. S.; C-P.  
 KITTITAS FLYING SCHOOL, Box 600, Ellensburg, Wash.; W. C. Butcher, mgr.; Interstate, Sky Ranger, BT-13, 2 Cubs, 2 Taylorcraft (Stinson); AO—U. S.; P-I.  
 KNAPP FLYING SERVICE, Outlaw field, Clarksville, Tenn.  
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 LEBANON VALLEY AIR SERVICE, 130 E. Main St., Palmyra, Pa.  
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 LEFLORE FLYING SERVICE, Box 148, Greenwood, Miss.  
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 LEON VALLEY AIRPORT, Box 5128 Beacon Hill Sta., San Antonio, Tex.  
 LEWETTA AVIATION SERVICE, INC., Concord, N. C.  
 LEXINGTON FLYING SERVICE, INC., Lexington, Ky.  
 LIBBY FLYING SERVICE, Box 324, Libby, Mont.  
 LIBERAL AIRCRAFT CO., INC., 12 E. 2nd St., Liberal, Kan.; PA-12, PT-26, Station Wagon, 3 Cessna 140s (Cessna 170); AO—U. S.; C-P.  
 LIBERTY FLYING SERVICE, INC., Liberty, N. Y.; Paul Grossinger, pres.; Twin Cessna, Station Wagon; AO—U. S.; C-P.  
 LILLY FLYING SERVICE, Carlisle Airport, Carlisle, Ark.  
 LINCOLN AIRLINES, INC., 130 N. 6th St., Springfield, Ill.  
 LINCOLN FLYING SERVICE, INC., Box 312, Lincoln, Ill.  
 LIPPINCOTT CHARTER SERVICE, Box 324, Thermopolis, Wyo.; Richard R. Lippincott, Jr., pres.; Voyager, Twin Cessna, several smaller planes type unspecified; AO—principally Wyo., Colo., Utah, Mont.; C-P-A-SU.  
 LITTLE ONE AIR CHARTER SERVICE, Salem Airport, Salem, Conn.; Francis J. Pilecki; Stinson 150, Stinson 108; AO—X; P.  
 LIVINGSTON MANOR AIRPORT, INC., Livingston Manor, N. Y.  
 LOCKWOOD FIELD, INC., R.R. No. 5, Frankfort, Ind.  
 LOGANSFORD FLYING SERVICE, R.R. 2, Logansport, Ind.; C. E. Hooten, mgr.; Beechcraft 35, Cessna 140; AO—U. S.; C-P.  
 LONGHORN AIRCRAFT CORPORATION, 504 Driscoll Bldg., Corpus Christi, Tex.  
 LONGMONT FLYING SERVICE, INC., Rte 3, Box 80, Longmont, Colo.; Paul Kugel, pres.; Stinson, a Cessna, 4 Cubs; AO—unlimited; P.  
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 LONGVIEW FLYING SERVICE, Box 2429, Longview, Tex.; L. E. Sullivan & T. J. Long, Props.; UC-78, Luscombe, 4 Aeroncas (Cub); AO—U. S.; Mexico; C-P.  
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 MANITOWOC AIRWAYS, Box 3, Manitowoc, Wis.  
 MANTRAP AIR SERVICE, 222 Richards Rd., Munic. Airport, Kansas City 6, Mo.; J. W. Cannon, O. F. Sweetman, Jr., & R. O. Brenner, props.; BT-13, 2 T-50s; AO—U. S., Alaska, Canada, Mexico; C-P.  
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 MARLIN FLYING SERVICE, Maysville Airport, Maysville, Ky.; N. W. Marlin, pres.; Stinson, 3 Aeroncas; AO—300 miles from base; P.  
 MARSHALL FLYING SERVICE, Box 1825, Rapid City, S. D.  
 MARTENS AIR SERVICE, Julesburg, Colo.  
 MARTIN AIRWAYS, INC., Munic. Airport, Monmouth, Ill.; H. A. Martin, pres.; T-50, Station Wagon, 2 PA-12s (Station Wagon, Super Cruiser); AO—Midwest; C-P.  
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**MAYBRAD FLYING SERVICE, INC.**, Bradley Field, S. C.  
**MAY'S FLYING SERVICE**, Box 1033, Hermiston, Ore.  
**MCCOMB AIRWAYS, P.O.**, Box 420, McComb, Miss.  
**MCCORD'S AERO SERVICE**, Spindle City Airport, Gastonia, N. C.  
**MCCURDY'S FLYING SERVICE**, Box 413, Canadian, Tex.  
**MCGARVEY, CLARENCE W.**, St. Charles Airport, St. Charles, Mo.; C. W. McGarvey, pres.; Cub (Cruiser); AO—U. S.; C-P.  
**MCGEE FLYING SERVICE**, Munic. Airport, Van Wert, Ohio.  
**McMINNVILLE AIRBORNE CARGO, INC.**, 739 1st St., McMinnville, Ore.  
**MEDFORD AIR SERVICE**, Box 631, Medford, Ore.  
**MEXICO FLYING SERVICE, INC.**, Green Field, Mexico, Mo.  
**MELRAY FLIGHTS**, Cen. Del., Jackson, Wyo.  
**MEMPHIS AERO CORP.**, Hangar 1, Munic. Airport, Memphis, Tenn.  
**MEMPHIS FLYING SERVICE, INC.**, R-1, Box 325, Germantown, Tenn.  
**MERCURY AIRLINES, INC.**, 521 E. Lancaster, Ft. Worth, Tex.  
**MERCURY FLYING SERVICE, INC.**, Sky Harbor Airport, Phoenix, Ariz.; Derek Van Dyke, pres.; UC-78, Skyraider, N3N, Luscombe, 2 Interstates, 2 FT-19s, 4 Aeroncas; AO—X; P-I.  
**MERCURY WORLD AIRWAYS**, Box 812, Lincoln, Neb.; S. F. De Vore, pres.; 2 DC-3s; AO—North, Central & South America, Caribbean; C-P.  
**MEREDITH AIR SERVICE**, Meredith, N. H.  
**MERRILL AIRWAYS**, Merrill, Wis.; Victor W. Estill & Charles J. Ercozovac, props.; Cub, BT-13, 3 Stinson 150s; AO—Wis., Minn., Ill., Ia.; C-P.  
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 RUGBY FLYING SERVICE, Rugby, N. D.  
 RUPERT FLYING SERVICE, Rt. 2, Box 16, Beaverton, Ore.  
 RUSHMORE FLYING SERVICE, Rapid City, S. D.; Ralph Letellier, prop.; Airmaster, 2 Ercoupes (3 4-place Ercoupes); AO—U. S.; C-P-I-S.  
 RUSSELL FIELD, Rte 3, Box 186, Ft. Worth, Tex.; E. F. Russell, prop.; Stinson, 2 UC-78s, 2 Taylorcraft, 2 Stearman, 5 Cubs; AO—Southwest; C-P.  
 RUTLEDGE FLYING SERVICE, Ashland Airport, Ashland, Ky.  
 RUZICKA FLYING SERVICE, Ruzicka Airport, RR6, Kokomo, Ind.  
 S & M FLYING SERVICE, Box 15, Dallsport, Wash.  
 S. S. W. INC., Box 471, Concord, Calif.; C-P.  
 SAGINAW AIRPORT, Box 4078, Ft. Worth, Tex.  
 SALDANA, EDUARDO E., Box 1126, San Juan, P. R.; C-P.  
 SALERN AIR SERVICE, INC., McNary Field, Salem, Ore.  
 SALISBURY AIRCRAFT SERVICE, Muncie Airport, Salisbury, N. C.; Clay S. Swaim, mgr.; PA-12, 2 Fairchild 24s; AO—U. S.; C-P.  
 SALLADE, AL, Cherry Springs Airport, Coudersport, Pa.  
 SAN ANGELO FLIGHT SERVICE, Box 386, San Angelo, Tex.  
 SAN DIEGO AIRCRAFT SALES, 2820 Pacific Blvd., San Diego 1, Calif.; Bradley C. Woolman, prop.  
 SANDHILL AIRWAYS, Gordon, Neb.  
 SANDPOINT AIR SERVICE, Box 466, Sandpoint, Ida.  
 SANFORD AVIATION CO., Sanford Airport, Sanford, Me.  
 SANGER FLYING SERVICE, INC., Box 178, Kelso, Wash.  
 SARA FLYING SERVICE, 13610 Central Ave., Los Angeles  
 SAX AVIATION CO., Dickinson, N. D.  
 SCENIC AIRWAYS, Felts Field, Spokane, Wash.  
 SCENICAIRE PARK, INC., Geneva, N. Y.; Parker A. Stacy, Jr., pres.; Skyraider; AO—300 miles from base; C-P.  
 SCHMIDT, EARL & HELM, Jr., 6-S Ranch Airport, Rt. 1, Box 44, Sangus, Calif.  
 SCHNEIDER FLYING SERVICE, Box 712, Seguin, Tex.  
 SCOTT AIRCRAFT SALES, INC., Muncie Airport, El Paso, Tex.  
 SCOTT FLYING SERVICE, New Orleans Airport, New Orleans, La.  
 SCOTTIE'S CHARTER SERVICE, 802 Valley, Avenal, Calif.; Willis E. Scott, pres.; Howard DGA-15; AO—Calif.; C-P-A.  
 SCRANTON AIRWAYS, Scranton Muncie Airport, Clarks Summit, Pa.; Harold D. Swank, prop.; Seabee, Cruiser, BT-13 (Bonanza); AO—U. S.; C-P.  
 SEA LAND AIR SERVICE, Box 473, Aransas Pass, Tex.  
 SEA WINGS, INC., Westport, Conn.  
 SEABOARD & WESTERN AIRLINES, INC., 16 Liberty St., N. Y.; Raymond A. Norden, pres.; 3 C-54s; AO—N. Y., Europe, Middle East; C.  
 SEARCY FLYING SERVICE, Searcy, Ark.  
 SEATTLE AIR CHARTER, 308 4th Ave. S., Seattle, Wash.; C-P.  
 SEATTLE SKY RANCH, Issaquah, Wash.  
 SELFLEDGE, R. P., Box 431, Columbia, Mo.  
 SENECA FLYING SERVICE, Muncie Airport, Seneca, Kan.  
 SENECA FLYING SERVICE, Killbuck, N. Y.  
 SERV-AIR, INC., Muncie Airport, Box 1507, Raleigh, N. C.; Truman W. Miller, pres.; T-50, 2 Seabees, 2 Fairchild, Ercoupes, 3 J-3s, 4 Taylorcraft; AO—N. C.; C-P.  
 SEVERSON AIR ACTIVITIES, Box 3362, Cut Bank, Mont.  
 SHANKSTER FLYING SERVICE, Box 501, Newcastle, Wyo.  
 SHANNON AIRCRAFT, Box 531, Marfa, Tex.  
 SHAW AIRCRAFT CO., Muncie Airport, Iowa City, Ia.; Paul B. Shaw, prop.; C-17B, Cessna 140 (Cessna 170); AO—unlimited; P.  
 SHAWNEE FLYING SERVICE, Shawnee Rd., RFD 2, North Tonawanda, N. Y.  
 SHEETS FLYING SERVICE, W. H., Box 21, Groveland, Fla.  
 SHELBY FLYING SERVICE, INC., Shelbyville, Ky.  
 SHEN-MYER AIRCOURT, Box 249, Harrisonburg, Va.  
 SHERIDAN AIR SERVICE, Box 61, Sheridan, Wyo.  
 SHERIDAN FLYING SERVICE, 6050 Sheridan Dr., Williams-ville 21, N. Y.  
 SHIPMAN FLYING SERVICE, Box 292, Laurens, S. C.  
 SHOWALTER CORP., THE, Box 906, Winter Park, Fla.; H. W. Showalter, Jr., pres.; Fairchild 24, PT-26, Cruiser, Taylorcraft BC12D, Luscombe Standard, 3 Cubs; AO—U. S., mostly Fla.; C-P.  
 SIEMAS AERO-AIDERS, INC., Muncie Airport, Fremont, Neb.; John T. Siema, pres.; Crusair, Cessna 120; AO—Neb. & surrounding states; C-P.  
 SILVER CITY FLYING SERVICE, Box 574, Silver City, N. M.  
 SILVER CREEK AIRPORT, 45 Ward Ave., Silver Creek, N. Y.; Kenneth A. Ehmke, pres.; Cub (2 Cubs); AO—30 miles from base; C-P.  
 SILVER DOLLAR FLYING SERVICE, Seguir Airport, Seguir, Tex.; Ray Schack, pres.; Aeronca, UC-78, PT-18, 4 Cubs; AO—Tex.; C-P.  
 SILVERTON FLYING SERVICE, Adams Airport, Silverton, Ore.

SIMPSON FLYING SCHOOL, 1120 E. Mulkey St., Forth Worth 2, Tex.  
 SINTON AIRPORT, INC., Box 516, Sinton, Tex.  
 SIOUX CITY FLYING SERVICE, INC., Box 1409, Sioux City, Ia.  
 SISKIYOU AIRWAYS, Box 186, Montague, Calif.  
 SISSETON FLYING SERVICE, Sisseton, S. D.  
 SKY COURT AIR SERVICE, Sky Court Airport, 801 N. 2nd St., Albuquerque, N. M.  
 SKY HARBOR AIR SERVICE, P. O. Box 138, Cheyenne, Wyo.  
 SKY HARBOR AIR SERVICE, INC., Box 649, Phoenix, Ariz.  
 SKY HARBOR AIRPARK, Box 1069, San Angelo, Tex.  
 SKY HARBOR AIRWAYS, INC., Munic. Airport, Niagara Falls, N. Y.; John J. Stolz, pres.; PT, Twin Cessna, single-engine Cessna, Stinson, 3 Cubs; AO—U. S.; Canada; P-I.  
 SKY HARBOR FLYING SERVICE, Lewiston-Auburn Airport, Auburn, Me.  
 SKY SERVICE CORP., Munic. Airport, Evansville, Ind.; Ellis A. Carson, pres.; Cessna T-50, Station Wagon, Cessna 140, Aerona; AO—U. S.; C-P.  
 SKY SERVICE CORP., Parnell Field, Stop 12, Petersburg Pike, Richmond, Va.; R. Pinkney Sowers, pres.; Chief, Cruiser, Norseman, 7 Champions; AO—Richmond area; C-P-S.  
 SKY SERVICE, INC., 711 S. State St., Ann Arbor, Mich.; C. M. Dixon, pres.; Bonanza (2 Bonanzas); AO—U. S.; C-P.  
 SKY TRAVEL, INC., Munic. Airport, Houston, Tex.  
 SKYCRAFT, INC., 1953 50th Place N., Munic. Airport, Birmingham, Ala.  
 SKYCRAFT SCHOOL OF AVIATION, Munic. Airport, Birmingham, Ala.  
 SKYGO, INC., 2415 Hubbard Rd., Youngstown, Ohio  
 SKYHAVEN INC., Box 42, Lakeport, N. H.  
 SKYLANES EXPRESS, INC., Box 1123, Macon, Ga.  
 SKYLIFE, INC., 13801 N.E. Haley St., Portland, Ore.; Don Plympton, pres.; 6 Funks (UC-78); AO—Pacific NW; C-P. Cargo not exceeding 60 lbs.  
 SKYLINE AIR CHARTER, 13610 S. Central Ave., Los Angeles; G. William Werstein, pres.; Twin Cessna, 2 Voyagers; AO—West; C-P.  
 SKYLINE AIRWAYS, INC., Box 5046, Biltmore, N. C.  
 SKYLINE AVIATION SERVICE, Warren County Airport, Glens Falls, N. Y.  
 SKYLINES, INC., Drawer 271, Asheboro, N. C.  
 SKYPARK, Rt. 3, Box 160, Oregon City, Ore.  
 SKYTRAIN AIRWAYS, INC., 310 Balter Bldg., New Orleans; Edward D. McGee, pres.; DC-4; AO—Central America; C.  
 SKYWAY AIR SERVICE, INC., Newell, S. D.; C. W. Piegen, pres.; Fairchild 24, 2 Cessnas (Cessna 170); AO—Midwest; P.  
 SKYWAY ASSOCIATES, Box 1268, Bakersfield, Calif.  
 SKYWAY FLYING SERVICE, Box 2005, Great Falls, Mont.  
 SKYWAYS, INC., Municipal Airport, Norfolk, Neb.  
 SKYWAYS, INC., Box 176, Vandalla, Ohio  
 SKYWAYS, INC., Municipal Airport, Box 652, La Crosse, Wis.  
 SKYWAYS INTERNATIONAL TRADING & TRANSPORT CO., Box 3034, Miami; Robert J. Bergeron, pres.; 2 DC-3s, 2 Lodestars, 3 C-46s (C-54); AO—Worldwide; C-P, mostly cargo.  
 SLICK AIRWAYS, INC., Box 1121, San Antonio, Tex.; Earl F. Slick, pres.; AO—Burbank, Chicago, Dallas, Detroit, Ft. Worth, Holtville (Calif.), Houston, Indianapolis, Long Beach, Milwaukee, Modesto (Calif.), Newark, N. Y., Peoria, Phila., Salinas, San Antonio, San Francisco, South Bend, Stockton, St. Louis, Thermal (Calif.), Toledo, Waterbury, Visalia (Calif.); C.  
 SMITH AEROMOTIVE SERVICE, Hillsboro, Ill.  
 SMITH AVIATION, Rt. 4, Box 210, Kent, Wash.  
 SMITH FLYING SERVICE, Piercetown, Ark.  
 SMITH FLYING SERVICE, Box 406, Newton, Ia.  
 SMITH FLYING SERVICE, Box 225, Lampasas, Tex.  
 SMITH-LIVINGSTON AIR SERVICE, INC., Box 531, Corvallis, Ore.  
 SMYER AIRCRAFT SALES & SERVICE, Box 982, Municipal Airport, Ponca City, Okla.  
 SNYDER AVIATION, INC., Harrington, N. J.  
 SNYDER ROBERTSON FLYING SERVICE, Box 79, Ottawa, Kan.  
 SNYDER, ROY E., Ainsworth, Neb.  
 SOMERSET AIR SERVICE, INC., Box 46, Bedminster, N. J.; Samuel Freedman, pres.; Bonanza, Cessna 140, AT-6, Cub Coupe; AO—U. S.; C-P.  
 SONORA AIRWAYS, Box 502, Sonora, Calif.  
 SOURDOUGH AIR TRANSPORT, Box 1639, Fairbanks, Alaska; A. R. Johansen, pres.; C-46; AO—U. S., Alaska; C-P.  
 SOUTH BEND FLYING SERVICE, INC., Chain Lakes Airport, South Bend, Ind.  
 SOUTH CENTRAL AIR TRANSPORT, INC., Box 544, Fayetteville, Ark.  
 SOUTH DAKOTA AIRWAYS, Box 602, Yankton, S. D.  
 SOUTH EAST AIRLINES, INC., Douglas Airport, Charlotte, N. C.  
 SOUTH PLAINS AIRCRAFT, Route 3 Munic. Airport, Lubbock, Tex.  
 SOUTH TEXAS AIR ROUTES, Box 1476, Corpus Christi, Tex.  
 SOUTHERIDGE SKY PARK, INC., Southbridge, Mass.; C. Stanley Knight, pres.; Voyager, Cessna 140, 2 Cessna 120s, 2 Champions; AO—500 miles from base; P.  
 SOUTHERN AERO ENGINEERING, Box 1177, Orlando, Fla.; W. W. Steere, pres.; T-50, 2 Taylorcraft BC12D; AO—Southern & Eastern U. S.; C-P.  
 SOUTHERN AIR SERVICES, Sanders Field, Walls, Miss.; Mrs. Louise C. Kent, prop.; Super Cruiser, Bonanza, PA-11, Chief, 5 Cubs; AO—X; C-P.  
 SOUTHERN AIR TRANSPORT, 3191 S.W. 19th Terrace, Miami; F. C. Moor, pres.; DC-3 (2 C-46s); AO—U. S., South America; C.  
 SOUTHERN AIRCRAFT SALES CO., INC., New Orleans Airport, New Orleans, La.  
 SOUTHERN AIRWAYS CO., Munic. Airport, Atlanta, Ga.  
 SOUTHERN AIRWAYS CO., Box 808, Munic. Airport, Greenville, S. C.  
 SOUTHERN AIRWAYS OR DANVILLE, INC., Munic. Airport, Danville, Va.  
 SOUTHERN AVIATION CO., Albert Whitted Airport, St. Petersburg, Fla.; Robert D. Leon, pres.; UC-78, Champion (Sedan); AO—Fla.; P.  
 SOUTHERN ILLINOIS AIRWAYS, INC., Box 347, Marion, Ill.  
 SOUTHERN INDIANA AIRLINES, 209 Citizens Nat'l Bank Bldg., Bedford, Ind.; R. P. Austin, pres.; T-50, Ercoupe; AO—U. S.; C-P.  
 SOUTHERN KANSAS AIR TRANSIT, Munic. Airport, Anthony, Kan.; J. Howard Wilcox, prop.; Fairchild 24, Luscombe, Stinson, 4 Aeronaes (UC-78, Stinson L3; AO—U. S.; C-P.

SOUTHERN MISSOURI AIR SERVICE, INC., Rt. 6, Box 349, Springfield, Mo.  
 SOUTHERNAIRE CO., Box 186, Hartsville, S. C.  
 SOUTHWEST AVIATION, INC., Box 1774, Brownsville, Tex.  
 SOUTHWEST AIR RANGERS, Box 1154, El Paso, Tex.; William E. Mueller, pres.; Stinson, 2 Silvaire (Silvaire); AO—Southwest; C-P.  
 SOUTHWEST AIRCRAFT, INC., Meacham Field, Ft. Worth, Texas.  
 SOUTHWEST AVIATION SERVICE, Altus, Okla.  
 SOUTHWEST KANSAS AIRCRAFT SALES, Munic. Airport, Greensburg, Kan.; G. A. Bertram, prop.; Cessna 140 (Cessna 170); AO—U. S.; C-P.  
 SOUTHWESTERN AIRWAYS, Box 315, Oklahoma City, Okla.  
 SPA AIR SERVICE, Ballston Spa Airport, Ballston Spa, N. Y.  
 SPAIN'S FLYING SERVICE, 310 Wisconsin St., Sparta, Minn.  
 SPARTAN AIRCRAFT CO., Munic. Airport, Tulsa, Okla.; J. Paul Getty, pres.; Spartan; AO—X; P.  
 SPARTAN AVIATION, Box 909, Spartanburg, S. C.; Lewis W. Clayton, pres.; Twin Cessna, Cessna 140, Ercoupe, Super Cruiser, Taylorcraft, PT-17, PT-19, BT-13, 6 Cubs; AO—U. S.; C-P.  
 SPILLMAN AERO SERVICE, INC., Holyoke, Colo.; Leslie Kunkel, pres.; Cessna 140, PA-12 (Cessna 170); AO—Phillips Co., Colo.; C-P.  
 SPOKANE FLYING SERVICE, INC., Box 53, Parkwater, Wash.  
 SPORTSMAN AIR SERVICE, East River Rd., Grand Island, N. Y.; P. N. Pattison, pres.; Grumman G-44A; AO—Ontario, Quebec; P.  
 SPORTSMEN AIRWAYS, INC., Sky Harbor, Duluth, Minn.; Robert L. Bergum, pres.; Norseman Seaplane, Wedgdon, Chief, Cub seaplane, 3 Champion seaplanes (2 Aeronaes); AO—North Central U. S., Canada; C-P.  
 SPORTSMEN'S AIR SERVICE, 14 Oak Lane, Davenport, Ia.  
 SPORTSMEN'S AIRWAY, 349 Cabot St., Beverly, Mass.  
 SPRINGFIELD AIRPORT, INC., Springfield, N. Y.  
 SPRINGFIELD AVIATION CO., INC., Springfield Airport, Box 57, Springfield, Ill.; Carl A. Sorling, pres.; Stinson 108-1, Aerona; AO—U. S.; C-P.  
 SPRINGFIELD FLYING SERVICE, INC., Rt. 2, Box 90, Springfield, Mo.  
 SPRINGFIELD FLYING SERVICE, INC., Springfield Airport, Springfield, Ore.; Robert C. Good, pres.; Crusair, 2 PA-12s; AO—Northwest; C-P.  
 ST. FRANCIS FLYING SERVICE, St. Francis, Kan., Harry T. Resch, prop.  
 STAFFORD AIRPARK, Blandell, N. Y.  
 STANDARD AIR CARGO, Boeing Field, Box 16, Seattle, Wash.; C. Canada; C-P.  
 STANDLEY FLYING SERVICE, Van Buren, Mo.; William E. Standley, prop.; Fairchild, 3 Aeronaes; AO—U. S.; P.  
 STARNES AVIATION SERVICE, KENNETH, Box 2534, Little Rock, Ark.  
 STARRETT AVIATION CO., INC., Box 529, Spencer, Ia.  
 STATE AIRLINES, INC., Box 1862, Charlotte 1, N. C.  
 STATE LINE AIR ACTIVITIES, LTD., Box 157, Birdgeport, Ala.  
 STATESVILLE FLYING SERVICE, Box 1163, Statesville, N. C.; D. V. Keller, prop.  
 STEINMAN FLYING SERVICE, FRANK, Roosevelt Field, Mincola, L. I., N. Y.; T-50; AO—East, Southeast, Midwest; A.  
 STEPHENSON, R. H., 1015 N. K., Fremont, Neb.  
 STERRETT'S FLYING SERVICE, Kinsley, Kan.  
 STEWART, ARTHUR W., Box 3, Somers, N. Y.  
 STEWART AVIATION CO., Box 70, Parkersburg, W. Va.; J. Wayne Stewart, pres.; Stinson, Ercoupe; AO—unlimited; C-P.  
 STEWART FLYING SERVICE, Munic. Airport, Massena, N. Y.  
 STODDARD AERO SERVICE, Box 1057, Wink, Tex.; W. L. Stoddard, pres.; UC-78, Voyager, Super Cruiser; AO—U. S.; C-P.  
 STOVER AIR SERVICE, Memorial Field, Hot Springs, Ark.  
 STRALEY FLYING SERVICE, Box 486, Clinton, Ia.  
 STRATO-FREIGHT, INC., Munic. Airport, Albany, N. Y.; AO—X; C.  
 STRATON AIR SERVICE, FRANK, Prineville, Ore.  
 STRAUSS SKYWAYS, R.R. 1, Smith Field, Warsaw, Ind.; Frederick J. Strauss, prop.; Voyager, Cessna 140; AO—U. S.; P.  
 STUCKLEY'S FLYING SERVICE, Munic. Airport, Ruston, La.; S. L. Stuckey, prop.; Voyager, Cessna, 4 Cubs; AO—500 miles from base; C-P.  
 STULL FLYING SERVICE, 711 6th St., Fairbury, Neb.  
 STUTTGART AVIATION SERVICE, Box 583, Stuttgart, Ark.  
 SUMMIT AIR SERVICE, INC., Box 493, Laramie, Wyo.  
 SUMMIT CITY AIRWAYS, Smith Field, Fort Wayne, Ind.  
 SUMTER AIRWAYS, INC., Munic. Airport, Sumter, S. C.  
 SUSSEX AERO INDUSTRIES, INC., Route 13, Bridgeville, Del.  
 SUTHERLIN VALLEY AIRWAYS, Sutherlin, Ore.  
 SWAIN, THEODORE W., 3320 Barbee St., Los Angeles, Cal.  
 SWABY, RALPH P., Box 936, Munic. Airport, Lawton, Okla.; R. P. Swaby, prop.; UC-78, Station Wagon, Waco UKCS-5, BT-13, Ercoupe; AO—U. S.; C-P.  
 SWIFT AIR SERVICE, Air Terminal Bldg., Lindberg Field, San Diego, Calif.  
 SWINSON BROS. FLYING SERVICE, Munic. Airport, Pratt, Kan.; E. C. Swinson, pres.; Stinson 165, 2 Cruisers (Stinson 165); AO—Kan.; C-P.  
 SYLVA FLYING SERVICE, Sylva, N. C.  
 T.C.U. AIRPORT, INC., Box 194, T.C.U. Station, Ft. Worth, Tex.  
 TABER FLYING SERVICE, Harlowton, Mont.  
 TACOMA FLYING SERVICE, Barry's Skyharbor, Tacoma, Wash.; PA-12, J-3, 2 Luscombes; AO—U. S.; C-P.  
 TANNER FLYING SERVICE, Floydada, Tex.; W. H. Tanner, prop.; PA-12; AO—X; P.  
 TAYLOR AVIATION, New Kingstown, Pa.  
 TAYLOR, ROGER C., Quakertown Airport, Quakertown, Pa.  
 TAYNOR-HARRIS AVIATION SERVICE, Champaign Airport, Box 617, Champaign, Ill.  
 TENNESSEE VALLEY FLIGHT SERVICE, INC., Pryor Munic. Airport, Decatur, Ala.; Luke Pryor, pres.; Cub, UC-78, Stearman Duster, Fairchild 24, Luscombe, BT-13A, 2 Stearman, 5 Aeronaes; AO—U. S.; C-P.  
 TERRA MARINE AIR SERVICE, 4515 Burke Ave., Seattle, Wash.  
 TERRY AIRCRAFT SALES & SERVICE, Helena, Ark.  
 TERRY FLYING SERVICE, Chapman Field, Waterloo, Ia.; Meryl L. Terry, mgr.; Stinson 165, 5 Cessna 140s (Stinson, Cessna 170); AO—Midwest; P.  
 TEW AVIATION SERVICE, Raleigh-Durham Airport, Raleigh, N. C.  
 TEXAS AEROMOTIVE CORP., Box 269, Yoakum, Tex.  
 THOMAS AIR SERVICE, Box 201, Munic. Airport, Farmington, N. M.



## UNITED STATES AIR FREIGHT AND IRREGULAR AIR CARRIERS—Continued

THOMPSON, C. L., Towanda Airport, Towanda R. D., Pa.  
 THOMPSON FLYING SERVICE, INC., 3800 Dahlia St., Denver, Colo.; D. B. Bullock, pres.; Station Wagon, PA-11, 2 Cubs, 2 Super Cruisers; AO-U. S., mostly Rocky Mt. area; C-P.  
 THOMPSON, HARLAN, 1815-4th St., Billings, Mont.  
 THUNDERBIRD AVIATION CO., Box 26, Gallup, N. M.  
 TIBBS, SCOTT R., 911 3rd St., Franklin, La.  
 TILSE-BROWN AIR SERVICE, Box 346, Bend, Ore.  
 TOCCOA FALLS FLYING SCHOOL, INC., Letourneau Airport, Toccoa, Ga; P-I.  
 TOMCO AVIATION, INC., Munic. Airport, San Antonio, Tex.; F. L. Thomson, Jr.; T-50, Cessna 195, several Cessna 140s; AO-U. S.; C-P-I.  
 TOTEM AIR SERVICE, INC., 7777 Airport Way, Seattle, Wash.; AO-X; C-P.  
 TRANS-AIR HAWAII, LTD., 1471 KaKapiolani Blvd., Honolulu, T. H.; AO-Honolulu, Barking Sands, Homestead Field, Lanai City, Puunene, Hilo, Upolu (all Hawaii); C.  
 TRANS-AIR, INC., 826 First National Bldg., Line Bldg., Minneapolis, Minn.  
 TRANS-ALASKAN AIRLINES, INC., Box 1711, Anchorage Alaska; AO-X; C-P.  
 TRANS-AMERICAN AIRLINES, 224 S. Michigan Ave., Chicago  
 TRANS ATLANTIC AIRWAYS, Union Airport, Lincoln, 44th St. & 8th Ave., N. Y.; Edward W. Tabor, pres.; AO-X; C-P.  
 TRANS CARIBBEAN AIR CARGO LINES, INC., 36 W. 44th St., N. Y.; AO-X; C-P.  
 TRANS-LUXURY AIRLINES, INC., Lincoln Hotel, 44th St. & 8th Ave.; AO-X; P.  
 TRANS-PACIFIC AIRLINES, LTD., Box 2113, Honolulu, T. H.; AO-X; C-P.  
 TRANSIR, INC., 250 Park Ave., N. Y.; AO-X; P.  
 TRANSIT AIR, Rt. 1, Box 36X, Corpus Christi, Tex.  
 TRANSOCEAN AIR LINES, Munic. Airport, Oakland, Calif.; Orvis Nelson, pres.; 18 DC-4s; AO-Philippines, China, Okinawa, Japan, Europe, Canada.  
 TREATY CITY AIRPORT, RR 55, Greenville, Ohio; R. W. Byley, prop.  
 TRI-CITY FLYING SERVICE, Tullahoma, Tenn.; J. E. Martin, J. G. Puckett, J. M. Coutta, props.  
 TRI-STATE AIRWAYS, Tri-State Airport, Angola, Ind.  
 TRI-STATE AVIATION CORP., Cincinnati Airport, Glendale-Milford Rd., Sharonville, Ohio.  
 TROH'S AIR TAXI, 156 Ave. & SE Division St., Portland, Ore.  
 TROPICAL FLYING SERVICE, INC., Box 715, St. Petersburg, Fla.  
 TRULOCK'S FLYING SERVICE, Rte 4, Charleston, S. C.; F. Trulock, prop.; 11-AC, J-5, Taylorcraft DCO, BC-12D, 3 Aerona 7-ACs; AO-Charleston area; P-I.  
 TURNER AERONAUTICAL CORP., ROSCOE, Weir Cook Munic. Airport, Indianapolis; Col. Roscoe Turner, pres.; unspecified number of Taylorcraft, Vultee BT-13As, cianace, Bonanzas, Seabees, Twin-engine Beechcraft; AO-U. S.; C-P-A.  
 TWENTIETH CENTURY AIR LINES, Box 302, Charlotte 1, N. C.; C-P.  
 TWIN-CITIES AIR SERVICE, INC., Triangle Airport, Hammond, Ind.  
 U. S. AIRLINES, INC., Pinellas Airport, St. Petersburg, Fla.; Harry Playford, pres.; AO-Atlanta, Baltimore, Boston, Chicago, Cincinnati, Dallas, Dayton, Deland (Fla.), Detroit, Ft. Myers, Ft. Pierce (Fla.), Hartford, Houston, Indianapolis, Jacksonville, Lantana (Fla.), Leesburg (Fla.), Los Angeles, Miami, Milwaukee, Newark, N. Y., New Orleans, Philadelphia, San Antonio, Sarasota, St. Louis, St. Petersburg, Tifton (Ga.), Wash. D. C., Valdosta (Ga.); C.  
 UNGERER FLYING SERVICE, Box 327, Marysville, Kan.; Carl L. Ungerer, mgr.; Cessna 120 (Cessna 170); AO-U. S.; C-P.  
 UNION AIR SERVICE, Union Air Terminal, Lincoln, Neb.; Thomas J. Umberger, pres.; Stinson 150, 2 Cruisers; AO-Midwest; C-P.  
 UNION AIRCRAFT CORP., Shute Munic. Airport, Monroe, N. C.; J. Ray Shute, pres.; BT-13, L-2, Twin Cessna, 2 Howards, 2 PT-26a, 2 PT-19s, 8 Cubs; AO-Piedmont area; C-P-I.  
 UNITED AERO SERVICE, INC., Delta Air Base, Albemarle Rd., Box 1028, Charlotte, N. C.; E. F. Howington, pres.; Stinson SR-5, Voyager, 3 Aerona; AO-Carolinas; C-P.  
 VALENTINE AIR SERVICE, Valentine, Neb.; J. R. Harvey & Kenneth L. Brown, props.; PA-12; AO-U. S.; P.  
 VALLEJO SKY HARBOR, Box 593, Vallejo, Calif.  
 VALLEY FLYERS, Glasgow, Mont.; R. S. Jondahl & C. D. Markle, props.; Waco, Cessna, Stinson; AO-NE Mont.; C-P.  
 VAN-AIR SERVICE, 165 Smith St., Poughkeepsie, N. Y.  
 VAN'S AIR SERVICE, INC., Box 237, St. Cloud, Minn.  
 VARNER AIR INDUSTRIES, INC., Box 251, Willows, Calif.  
 VERMONT FLYING SERVICE, INC., Barre, Vt.  
 VETERANS AIR SERVICE, Rt. 1, Box 1305, Grants Pass, Ore.  
 VIA AIR ST. CLAIR COUNTY AIRPORT, St. Clair County Airport, Port Huron, Mich.  
 VIRGIN ISLANDS AIR SERVICE, Box 217, Miami Springs, Fla.; C-P.  
 VIRGINIA AERONAUTICAL CO., Box 268, Farmville, Va.  
 VIRGINIA AIRWAYS, INC., Box 752, Emporia Airport, Emporia, Va.  
 VIRGINIA-CAROLINA FLYING SERVICE, INC., Box 1388, Martinsville, Va.  
 VIRGINIA CUB DISTRIBUTORS, Box 909, Charlottesville, Va.  
 VOLPE'S FLYING SERVICE, Box 28, Claremont, N. H.; Henry Volpe, pres.; Voyager, Super Cruiser, Ercoupe, 6 Cub trainers; AO-Eastern states & Canada; C-P.  
 W&L AIRWAYS, Rutherford St., Wadesboro, N. C.  
 W&L FLYING SERVICE, Box 296, Kingsville, Tex.  
 WADENA AIR SERVICE, Wadena, Minn.  
 WALKER AIRCRAFT, Box 325, Monterey, Calif.; Alton H. Walker, prop.  
 WALLACE AIR SERVICE, INC., Box 2202, Spokane, Wash.  
 WARD FLYING SERVICE, 406 N. 14th St., Murphysboro, Ill.  
 WARREN BROS. FLYING SERVICE, Box 205, Roxboro, N. C.; M. C. Warren, mgr.; PA-12 (PA-12); AO-U. S.; C-P.  
 WASHINGTON FLYING SERVICE, Box 409, Washington, Ia.  
 WATERWAYS AIRCRAFT CO., Box 243, Vicksburg, Miss.; Richard E. Conner, prop.; Republic RC-3, PA-12; AO-U. S.; C-P.  
 WATSON & TAYLOR FLYING SERVICE, Brewton, Ala.  
 WATSON FLYING SERVICE, 1059 6th St., Las Vegas, N. M.  
 WEATHERLY CAMPBELL AIRCRAFT, Highland Park Airport, Rt. 7, Dallas, Tex.  
 WEBB AVIATION SERVICE, Box 1558, Munic. Airport, Pampa, Tex.; Roy A. Webb, Jr., pres.; T-50, Cess 140 (Cessna 170); AO-Tex., Okla., N. M.; C-P.  
 WEBSTER AVIATION CO., INC., Box 92, Waukesha, Wis.

WEBSTER CITY FLYING SERVICE, Webster City Airport, Webster City, Ia.

WEDDLE AIRWAYS, INC., Box 127, Douglas Airport, Park Ridge, Ill.; J. L. Weddle, pres.; D18; AO—North & South America, including islands, except Bermuda; P.

WEIKLE, LAYMAN, Parrish Corp, Covington, Va.

WEIKLE, WHEELER L, Ronceverte, W. Va.

WEISS AIRPORT, Rt. 12, Box 140, Kirkwood 22, Mo.

WELBORN AIRCRAFT SALES CO., INC., Waynesboro, Ga.; A. W. Welborn, pres.; T-50, Cessna 140, Swift 125, Taylorcraft, J-3, 2 Super Cruisers; AO—mainly Southeast; P.

WELLES AIRCRAFT CORP., THE, Chemung County Airport, Elmira, N. Y.

WELLS SCHOOL OF AVIATION, INC., Box 471, Hutchinson, Kan.; P-L.

WERLE FLYING SERVICE, Werle Airport, Dunkirk, N. Y.

WERNER FLYING SERVICE, INC., Box 302, Tomahawk, Wis.

WES-TEX AIRCRAFT, Rt. 3, Muncie Airport, Lubbock, Tex.

WEST CENTRAL AIRLINES, INC., Sterling Bldg., Houston, Tex.

WEST LANE FLYING SERVICE, Box 1229, Stockton, Calif.

WEST MEMPHIS FLYING SERVICE, INC., Box 475, West Memphis, Ark.

WEST VIRGINIA AIR SERVICE, INC., Box 401, Clarksburg, W. Va.

WESTERN AIRCRAFT CORP., Muncie Airport, Caldwell, Ia.

WESTERN AIRCRAFT SALES, Hangar 1, Oakland Airport, Oakland, Calif.

WESTERN FLYING SERVICE, Box 745, Clovis, N. M.

WESTERN MICHIGAN FLYING SERVICE, INC., Muncie Airport, Kalamazoo, Mich.

WESTERN SKYWAYS SERVICE, Portland-Troutdale Airport, Troutdale, Ore.; C-P.

WESTERN STATES FLYING SERVICE, Box 474, Reedport, Ore.

WESTERN WASHINGTON AIRCRAFT, INC., Box 204, Bellingham, Wash.

WESTHOPE FLYING SERVICE, Westhope, N. D.; William B. Shaffer, pres.; Aeronca, Cubs, Cessnas; AO—local; C-P.

WHEATLEY FLYING SERVICE, W. C., 121 Main St., Clayton, N. M.

WHITE BEAR FLYING SERVICE, South St. Paul, Minn.; A. R. Metzger, prop.

WHITE FLYING SERVICE, Box 663, Brownwood, Tex.; Alva N. White, prop.; Cessna 120, Cessna 140, T-50 (Cessna 170); AO—U. S.; C-P.

WHITE FLYING SERVICE, 115 Berkshire, San Antonio, Tex.

WHITEHEAD'S, INC., Morris Field P.O., Charlotte 6, N. C.

WICHITA FALLS AIR TRANSPORT CO., Box 809, Wichita Falls, Tex.

WIK'S AIR SERVICE, INC., 241 N. Shaver St., Portland 12, Ore.

WILKS FLYING SERVICE, Payetteville, Tenn.; Clyde W. Wilks, pres.; PA-12, Voyager; AO—U. S.; C-P.

WILLAMETTE AIRPARK BEV'S FLYING SERVICE, Box 848, Eugene, Ore.

WILLET FLYING SERVICE, GUS, Box 41, Brookfield, Mass.; Gus Willett, prop.; Cessna 140, Taylorcraft; AO—U. S., Canada; C-P.

WILLIAMS FLYING SCHOOL, INC., Box 1955, Phoenix, Ariz.

WILLIAMS FLYING SERVICE, Box 430, Little Rock, Ark.

WILLIAMSON AIR SERVICE, Stapleton Airfield, Denver, Colo.

WILLIS AIR SERVICE, INC., Teterboro Air Terminal, Teterboro, N. J.; Charles F. Willis, Jr., pres.; C-54, 3 DC-3s; AO—Boston, Chicago, Cleveland, Des Moines, Indianapolis, Jacksonville, Los Angeles, Miami, Milwaukee, Newark, New Bedford, N. Y., Phila., Providence, San Francisco, Sarasota, Wash., D. C., Tampa; C.

WILLIS AVIATION CO., Muncie Airport, Brownwood, Tex.; Harvey T. Furry, pres.; Voyager, Bonanza, Cub Cruiser (Station Wagon); AO—local; C-P.

WILSON FLYING SERVICE, INC., Box 1529, Pocatello, Ida.; E. M. Wilson, pres.; BT-13, PT-26, UC-78, 6 Champions; AO—U. S.; C-P.

WINDHAM AIRWAYS, INC., Windham Airport, Willimantic, Conn.

WINDLE AVIATION CO., Millbury, Mass.; W. W. Windle, pres.; Cessna 140, Stinson 165; AO—New England; C-P.

WINGED CARGO, INC., 921 Land Title Bldg., Phila.; Fred P. Dollenberg, pres.; unspecified no. of DC-3s; C.

WINGED HEART FLYING SERVICE, Box 476, Effingham, Ill.

WINSLOW FLYING SERVICE, 210 W. 4th St., Winslow, Ariz.

WINTER FLYING SERVICE, Kanarado, Kan.

WISENER, BRYCE C., 625 W. Kilpatrick St., Mineola, Tex.

WITCHER FLYING SERVICE, Box 323, Georgetown, S. C.; P. R. Witcher, pres.; Super Cruiser; AO—X; P.

WOOD RIVER FLYING SERVICE, Box 568, Hailey, Ida.; Robert E. Savaria, pres.; Waco YKS, Aeronca 11-AC; AO—U. S.; C-P.

WOODBURY AIRPORT, INC., Mantua Pike, Woodbury, N. J.

WOODRING FLYING SERVICE, INC., Woodring Field, Enid Muncie Airport, Enid, Okla.; Vega, Stinson 150, BT-13, Bonanza, 2 Cessna 120s, 2 Cessna 140s (Cessna 170); AO—U. S., mainly Okla.; P-J.

WOODS, W. M., 4804 Bond St., Boise, Ida.

WORLAND FLYING SERVICE, Box 692, Worland, Wyo.

WORSHAM FLYING SERVICE, Taft, Tex.; W. J. Worsham, pres.; Navion, Cessna 140; AO—U. S.; C-P.

WRIGHT AERO AGRICULTURE CO., INC., Box 257, Clio, S. C.

WYOMING AIR SERVICE, Box 662, Rock Springs, Wyo.

WYOMING FLYING SERVICE, INC., Box 14, Evansville, Wyo.

WYOMING SKYWAYS, INC., Box 219, Muncie Airport, Cheyenne, Wyo.; Lyle R. Rosendahl, pres.; Stinson 150, T-50, 2 Cessna 140s (Cessna 140, Cessna 170); AO—U. S.; C-P.

WYOMING WESTERN AIRWAYS, Evanston or Kemmerer, Wyo.; Lawrence R. Modula, pres.; Cruiser, BT-13 (Twin Cessna); AO—U. S.; C-P-S.

YADKIN VALLEY FLYING SERVICE, INC., Box 648, N. Wilkesboro, N. C.

YAKIMA SKY CHIEF, Box 407, Yakima, Wash.; Richard C. Reed, pres.; DC-3; AO—U. S., Canada, Alaska; C-P.

YANKEE AIRWAYS, Box 668, Portsmouth Muncie Airport, Portsmouth, N. H.

YANNITELLI, DONATO, JR., Garrison-on-Hudson, N. Y.

YELLOWSTONE SCENIC AIRWAYS, Box 902, Livingston, Mont.

YOUNG AIR SERVICE, Box 101, Fort Bragg, Calif.

ZIMMERLY AIR TRANSPORT, Box 283, Lewiston, Ida.; Bert Zimmerly, prop.; Travelair, Voyager, 2 Airmasters, 2 Cubs, 3 Cessna 140s (Voyager, Cessna 170); AO—U. S. & territories, Canada, Mexico; C-P.

# AIR FREIGHT FORWARDERS

THE foreign freight forwarding industry is far from happy over the \$30 agency fee imposed on forwarders by the International Air Transport Association—not from the standpoint of cost, but from that of principle. This was made clear at a recent meeting of the Customs Brokers and Forwarders Association of America, Inc., to which airlines as well as forwarders were invited.

It was Joseph Gamburg, general manager of Air Clearance, Inc., and chairman of the meeting, who emphasized that the IATA fee was "unheard of in the transportation industry," and that such a fee never had been levied anywhere, at any time. The levy was termed "arbitrary," and it was charged that IATA never gave the forwarders the opportunity to sit down with the representatives of the air carriers for the purpose of discussing the unprecedented action. Although there were a number of attempts to get together with officials, the forwarders said, there was "no one to talk to at IATA."

IATA's failure to distinguish between cargo agents and passenger agents also came in for attack. At one point it was brought out that passenger men represented the airlines at IATA traffic conferences.

Following is the text of a unanimous CBFAA resolution cabled to the IATA traffic conference by Martin A. Kerner, president:

"At a meeting of the IATA agents, to which all airlines were invited, sponsored by the Customs Brokers and Forwarders Association of America, Inc., held on February 10, 1948, at the Maritime Exchange, 80 Broad Street, New York, and called for the purpose of discussing mutual problems of the Airlines and Cargo Agents, it was Resolved that:

"Whereas it has always been a cardinal policy of the Customs Brokers and Forwarders Association of America, Inc., to exert every effort to promote harmony and cooperation throughout the shipping industry, and

"Whereas it has been customary in pursuance of this policy for this association to openly and frankly discuss mutual problems with carriers and steamship conferences, and

"Whereas cargo transportation by air has developed into a prominent part of the shipping industry, and

"Whereas certain mutual problems have recently arisen affecting the good relationship between airlines and cargo agents, among which is the question of the so-called agency or bonding fee requested by the IATA to be paid on or before February 16, 1948,

"It is therefore the sense of this meeting that:

"(1) The IATA conference now meeting at Cairo, Egypt, take immediate and direct action to establish a proper distinction between passenger agents and cargo agents in the promulgation of rules affecting either group,

"(2) That before promulgating any rules affecting cargo agents the IATA afford an opportunity for meeting and consultation with proper representatives of the freight forwarding industry, and

"(3) That the IATA conference immediately rescind the requirement that any agency or bonding fee be paid by such cargo agents who are able to furnish the usually accepted trade evidence of character and responsibility."

It is known that agency fees (IATA prefers to call them bonding fees) have been paid to the International air carriers' organizations under protest.

Willis G. Lipscomb, vice president-traffic and sales for Pan American World Airways, and chairman of the IATA Traffic Conference No. 1, revealed last month that a total of 160 agencies have been certified for cargo sales and 136 for both cargo and passenger sales. (Altogether, IATA has certified 1,946 agencies in the United States, Canada, Alaska, Newfoundland, and Bermuda to sell cargo and/or passenger space.)

Lipscomb explained that "under the terms of the IATA Conference resolutions, which have been filed with the United States Civil Aeronautics Board and the proper agencies of other interested governments, certification means that the agent has satisfied a board acting on behalf of all the airlines in the Conference, of his business bona fides, and of his capacity to render service to the airline and the public." He added:

"Once certified, the agent can sign the standard IATA agency agreement with any member company and is eligible to receive the standard com-

## International Air Parcel Post Rates From United States

Country	1st 4 oz. or fraction	Each Addit. 4 oz. or frac.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit	Limit of Wgt.
Austria	\$1.05	.49	\$2.52	\$4.48	\$6.44	\$10.36	\$20.16	\$43.68	22
Azores	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
Belgian Congo	1.38	.79	3.75	6.91	10.07	16.39	32.19	139.63	44
Bermuda	.76	.13	1.15	1.67	2.19	3.23	5.83	12.07	22
Czechoslovakia	.68	.46	2.32	4.24	6.16	10.00	19.60	84.88	44
Denmark	.97	.47	2.38	4.26	6.14	9.90	19.30	83.22	44
Egypt	1.36	.64	3.27	5.83	8.39	13.51	26.31	57.03	22
Elze (Ireland)	.97	.37	2.08	3.56	5.04	8.00	15.40	16.88	11
Finland	.89	.51	2.41	4.45	6.49	10.57	20.77	90.13	44
Gold Coast Colony	1.18	.64	3.10	5.66	8.22	13.34	26.14	56.86	22
Great Britain & No. Ireland	1.00	.41	2.23	3.87	5.51	8.79	16.99	36.07	22
Greece	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66	22
Iceland	.89	.33	1.86	3.20	4.52	7.16	13.76	58.64	44
Italy	1.08	.50	2.58	4.58	6.58	10.58	20.58	44.58	22
Netherlands	.89	.43	2.18	3.90	5.62	9.06	17.66	76.15	44
Newfoundland	.76	.16	1.24	1.88	2.52	3.80	7.00	10.20	15
Norway	1.02	.47	2.43	4.31	6.19	9.95	19.35	83.27	44
Portugal	.71	.44	2.03	3.79	5.55	9.07	17.87	38.99	22
Sweden	.86	.49	2.32	4.28	6.24	10.16	19.96	86.60	44
Switzerland	.92	.45	2.27	4.07	5.87	9.47	18.47	79.67	44
Tunisia	1.11	.54	2.73	4.89	7.05	11.37	22.17	95.01	44
Turkey	1.15	.57	2.86	5.14	7.42	11.98	23.38	100.90	44
Union of South Africa	1.31	.94	4.13	7.80	1.65	19.17	37.97	41.73	11

\* Weight limit applies only as far as Lisbon; 11-lb. limit to remainder of Portugal—19.63.

(Note: Weight limits are set by the respective countries involved.)



mission rate of 7½ percent on passengers and five percent on cargo.

"In addition, the certificated agent is automatically covered by a \$100,000 fidelity bond negotiated by the head office of IATA on a world-wide basis. No matter how many IATA member companies he may represent, the one certification and the one bond apply. The world-wide bond also reduces materially the amount of the premium which the individual agent would ordinarily have to pay.

"The uniformity in traffic matters achieved by the first meetings of the world-wide traffic conferences at Rio de Janeiro last October will also bring benefit to the agent. No matter where he does business, he will receive equal treatment and cooperation from all airlines. No matter how complicated or how simple his bookings, the amount of paperwork involved will now be vastly simplified.

"Thus, a certificated agent in the most remote part of North America can now serve his customers as the gateway to the whole world."

The Agency Sub-Committee of Traffic Conference No. 1 is currently processing the certificates of agents in other countries of the Western Hemisphere and the Hawaiian Islands. Agency matters in the rest of the world are attended to by Traffic Conference No. 2, based at Paris and comprising Europe, Africa, the Middle East, and Iran; and Conference No. 3, based at Singapore and comprising Asia, Australia, and the islands of the Pacific.

While agency applications are reviewed by the Conferences on behalf of their members, the actual agency relationship is contracted only by the individual airlines.

Locally, it is learned that the efforts of George B. Klely, general manager of operations for Tynan Transport Service, to amend the Bland Act, or enact a new one covering the use of freight forwarders in air shipping, have won interest from a number of Senators and Representatives in Washington.

### More 2-0-2s for Northwest

A \$4,500,000 contract for the purchase of 15 additional Martin 2-0-2s for service on its domestic routes, has been signed by Northwest Airlines. According to Croll Hunter, NWA president and general manager, performance of the new transport has exceeded the line's expectations.

The 2-0-2 is a replacement for the

familiar DC-3, all of which will be retired by NWA by July 15th. The full fleet of 2-0-2s will number 25. NWA will continue using its DC-4s on flights to Alaska and the Orient, at least for the balance of the year. The first of the Boeing Stratocruisers probably will enter NWA service on international routes early next year.

### Third PAA Calcutta Flight

Pan American World Airways has added a third weekly flight to Calcutta, taking off at LaGuardia Field on Sundays. Other Calcutta flights are on Wednesdays and Saturdays, both of which connect with Pacific Clippers to form the round-the-world services. Both the Saturday and Sunday departures are routed via Gander, Shannon, London, Brussels, Istanbul, Damascus, and Karachi, to Calcutta. The Brussels stop is eliminated on the Wednesday flights.

### George Quits PIA

Lieutenant General Harold L. George has resigned his position as president of Peruvian International Airways. He has been succeeded by D. R. A. Walker, of Wood, Gundy and Company, Canadian investment bankers. It was also learned that Luis Gallo Porras, a member of PIA's board of directors, has been elected vice president of the board.

### KLM Seeks U. S. Routes

A request by KLM Royal Dutch Airlines for permission to operate routes in the United States has been made by a representative of a Netherlands air mission in a talk with officials of the State Department and the Civil Aeronautics Board. It is understood that the Dutch airline is seeking a Miami-New York run. KLM presently operates routes between Amsterdam and New York, and Curacao and Miami.

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# TRANSPORT TIDINGS

## Northwest Rebate Proposal

Revolutionary in every sense of the word, Northwest Airlines has filed a brief with the Civil Aeronautics Board calling for a refund of five percent of the purchase price of NWA tickets to passengers if they are more than 30 minutes late in arriving at their destinations. The airline also plans to increase its fares eight percent over its domestic system. NWA will continue to offer its 10 percent reduction on round-trip fares.

## TWA Interline Pacts

Trans World Airline has concluded nine additional interline agreements with foreign carriers, bringing its total of such pacts to more than 60. The newest foreign airlines to sign up with TWA are: East African Airways, Arab

Airways, Philippine Air Lines, Peruvian International Airways, Sabena, Iraqi Airways, KLM, Aero Portuguesa, Limitada, and Qantas. An exclusive interline cargo agreement also has been signed with Pan American World Airways.

## Air France Daily Service

With six round-trip flights each week between New York and Paris scheduled to begin March 22, Air France will increase frequency to a daily service beginning April 11. The French national airline will inaugurate service into Boston April 14.

## 4 More Cities for TWA

TWA has been certified by the Civil Aeronautics Board to serve Scranton-Wilkes Barre, Pennsylvania; Worcester,

Massachusetts; and Baltimore. Baltimore has been linked to TWA's transcontinental route via Washington, D. C. Shuttle service between Washington and Baltimore also was approved.

## New IAF Service

About June 1, Island Air Ferries will inaugurate service covering Long Island and New London, Connecticut, with supplementary service to New Haven via Bridgeport. The company, which is based at MacArthur Airport, on Long Island, will operate DC-3 equipment.

## CAB Supplemental Opinion

The certificates of American Airlines and Parks Air Transport have been amended to provide additional service in the Great Lakes area, as a result of a supplemental opinion by the Civil Aeronautics Board. America's certificate for Route 7 has been amended to extend its Cleveland terminal point to the St. Louis terminal point. Parks' certificate which calls for a route between the co-terminal points St. Louis-East St. Louis and the terminal point Indianapolis, was amended to authorize service from the intermediate point Champaign - Urbana, Illinois, to Chicago.

## MC Okays NWA-APL Pact

The United States Maritime Commission has given its stamp of approval to the world-wide sea-air agreement between Northwest Airlines and American President Lines. Under the plan of the airline and the steamship company, each would act as soliciting agent for the other, making possible combination airplane-ship trips (See September, 1947 A.T.)

## Pan Am Eyes Delhi

Delhi, located between Karachi and Calcutta—both regular stops of Pan American World Airways—would be another stop on the airline's round-the-world route, according to an application filed with the Civil Aeronautics Board.

## EAL Serves Resort City

Eastern Air Lines has inaugurated scheduled air service into the Pomona Air Base, at Atlantic City, New Jersey. Pomona is a naval base a few minutes from the heart of the famous resort city.



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(REG. U. S. PAT. OFF.)

**A**s indicated in the January issue of AIR TRANSPORTATION, there has been a distinct change in the international air express services of Railway Express Agency. Five international air carriers, serving 16 countries, remain: Australian National, Chicago & Southern, Colonial, Peruvian International, and TACA. All tariffs, shipping instructions, and forms of all the international airlines previously doing business with REA, except the five named above, are no longer available at agency's offices. These may be procured direct from the airlines' cargo departments.

REA continues to maintain its custom brokerage service at all international gateway cities, and handles air or rail shipments consigned to and from international air carriers at these cities. The domestic air express service, of course, remains intact.

According to an REA spokesman, certain published reports to the effect that the agency had insisted on a five percent commission, in addition to a minimum guarantee of \$1 per shipment, are incorrect. REA's position, he pointed out, "with particular relation to the Pan American Airways agreement," entailed a service charge of five percent, the minimum of which was \$1 per shipment.

Two bits of news hold our attention—one for what it says, and the other for what it neglects to say. The newly organized California Aeronautics Commission is plumping for the developing of air cargo in a big way. It means to attract greater markets for California's perishable agricultural produce. On the other hand, the National Association of State Aviation Officials, which represents 43 states and Puerto Rico, recently submitted to the Congressional Aviation Policy Board a statement covering 14 recommendations, accompanied by seven exhibits—not one of which even faintly touched on air cargo. (Seems to us that the President's Air Policy Commission's report, while mentioning the development of air cargo, handled the subject rather gingerly.)

The California group has asked State Director of Aeronautics Warren E. Carey to appoint an industry-wide project committee to coordinate the efforts of all those agencies presently interested in air cargo. What's more, it wants more efficient methods of handling perishables to cut the current high cost of shipping by air. It was Governor Earl Warren who pointed out

that California was farther from its markets than most states, and that if it would sell its "perishable fruit and vegetables in the large Eastern centers of population, we must process better, package better, and get our produce there quicker."

But there's a matter of airfreighters—good ones, capable of hauling agricultural produce profitably at rates approximately half of what they are today. However, these cannot be expected for another two or three years.

**Pick-up and delivery service** for the certified airlines serving New York have been designated by Air Cargo, Inc. The following companies perform services for the following air carriers: Fly Freight, Inc.—United Eastern, and Colonial; Mercury Messenger Service, American, Capital, and Northeast; Mot-Air Transportation, Inc., Northwest and TWA; Winged Cargo Express, National.

Southwest Airways has reached a similar agreement with 20th Century Delivery Service, at Los Angeles, and Alta Freight Transfer Company, at Oakland. The airline serves 25 West Coast cities, from Los Angeles to Medford, Oregon.

A dozen DC-4s and four or five DC-3s—all airfreighters—will be placed in service by American Airlines in about two months. Possibility is that the DC-6 will join them. All this was told to the Civil Aeronautics Board by C. W. Jacobs, AA vice president.

American's elimination of volume discounts, as well as of a number of rate breaks, was prompted by the un-

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certainty of the rate of return, Jacobs said. However, under cross-examination by CAB Public Counsel William Burt, he admitted that the airline had made no formal analyses in determining cargo rate structures, but added that AA had an open mind on the subject of volume discounts. Jacobs told the Board that changing cost conditions, variable load factors, and the indefiniteness of cost allocations for combination passenger-cargo flights have left their mark on the flexible air cargo situation.

Constant contact with numerous cargo representatives and managers of the airlines has convinced us of the fact that they have far more enthusiasm for the airfreighting business than many of their top executives. We remember the recent luncheon-table chat with an airline public relations official who confided that, in spite of his company's high-powered cargo publicity, his president had yet to be convinced that there really is something to this air cargo business. You'd be surprised who he is.

Already in effect are a series of new cargo flights which have been added to Eastern Air Lines' schedules. These operate on New York-Miami, Chicago-Atlanta, and Detroit-Atlanta routes. Here are the new schedules:

**New York - Washington - Atlanta - Miami:** DC-4 leaves LaGuardia Airport daily, except Monday, at 2:30 a.m. (EST). Arrives at 10:36 a.m. in Miami. Return flight leaves Miami at 2 p.m., arriving in New York at 10:02 p.m.

**Chicago - Indianapolis - Louisville - Nashville - Atlanta:** DC-3 leaves Chicago daily, except Sunday at 11:50 p.m. (CST), arriving at 6:22 a.m. (EST) in Atlanta. Return flight leaves Atlanta at 3:30 p.m. (EST). Arrives final destination at 9:12 p.m. (CST).

**Detroit - Cleveland - Akron - Charlotte - Atlanta:** DC-3 or DC-4 departs from Detroit daily, except Sunday, at 11 p.m. Arrives at 5:57 a.m. in Atlanta. Return flight from Atlanta leaves at 2 p.m. and reaches Detroit at 8:49 p.m.

A few months ago, several publications were discussing the possibilities of air-shipping cargoes of Australian cherries to these shores. All this has been idle talk, at least as far as our public health services are concerned. Fear of insect parasites will keep these cherries away. It has been learned that the sale of this fruit has been confined

to only one part of Australia, for much the same reason.

Are you an importer or exporter of cut flowers? This concerns you: "Examination by plant quarantine inspectors arriving from foreign countries, especially via air cargo, has disclosed that such flowers may carry injurious insects and plant diseases not known to occur in the United States. If introduced into this country, these pests could cause serious injury to our domestic floriculture and horticulture industries. To prevent the introduction of such pests, it has become necessary that authorization and procedures be established to regulate the entry of cut flowers from foreign sources." See the United States Department of Agriculture's Quarantine No. 74.

Air cargo traffic of Air France last year was approximately twice that of the previous year; and in spite of the placement of all exports to Europe under license, the French national airline is looking ahead to even greater cargo traffic. Fact is, Air France probably will be inaugurating all-cargo runs this Summer, in addition to eight passenger flights a week.

Pierre Rousselle, general traffic manager for the airline, pointed out that revaluation of the franc has stimulated business and tourist travel to France, and he expected that "air shipments of goods will likewise be accelerated in the days and weeks to come."

"Air France," he told AIR TRANSPORTATION, is now carrying a great variety of American-made products.



Pierre Rousselle

Naturally, we have attracted a large volume of the fashion business in both directions. Paris creations are being flown to the United States, and a few hours after they have left the stylists' studio in the French capital, they are being produced for the smart trade in America. But, this is only one of the many items included in our manifests. "Ball bearings, tools, dies, and small machine parts are rushed to places in Europe, Africa, and Asia, where they are needed in a hurry. American motion pictures, phonograph records, and

transcriptions, drugs, and medicines, are carried to once remote places. Returning in our holds are precious stones, gloves, perfumes and extracts, drystuffs, and furs—to name but a few articles."

Rousselle has a good word for the foreign freight forwarders who have been giving Air France most of its cargoes. The airline has interline agreements with United Eastern, Colonial, and Chicago and Southern.

An air freight survey of KLM Caribbean routes for the October-December, 1947 period showed an increase in traffic of over 300 percent on some of the airline's routes, compared to the corresponding period of last year, while the overall increase in air freight for the year has amounted to 174 percent. KLM's Miami-Curacao-Venezuela route transported more than 330,000 pounds of freight during the last quarter of 1947 as against 77,300 pounds in the same period of 1946. Total freight shipments for the airlines West Indies Division amounted to 2,156,000 pounds for the year, compared to 787,838 pounds during 1946.

Perishable food products accounted for the largest percentage of air shipments in that area. Many oil refineries, located as a rule in the dry areas of the Caribbean, are totally dependent on air transportation for their fresh food supplies. Daily shipments of fresh and frozen vegetables, fruits and meats are made by air freight, and in some cases (such as to the Dutch Island of Curacao) these shipments are in excess of 10,000 pounds weekly. During August of 1947 over 12,000 pounds of frozen food was carried by the line from Miami to Maracaibo, Venezuela. Newspapers are accounting for a substantial amount of air freight traffic throughout the Caribbean. KLM manifests show that 2,600 pounds of papers were flown to the island of Aruba last September, and that this amount increased to 4,200 pounds the following month.

TWA's new weekly round trip all-cargo service, between New York and Geneva, is scheduled to begin March 1. DC-4s do the trick. Each one has specially insulated cargo space for the protection of perishables against temperature extremes. There's a one-ton capacity strongbox for valuables.

The Havana office of Peruvian International Airways has worked out a new handling procedure whereby baby

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chicks are in the hands of the consignee within 45 minutes after departure of the plane. This, says E. Villoch, Havana district traffic manager for the airline, will guard against the loss of chicks shipped from the United States to Cuba. Here's how it works:

In the Cuban capital, arrangements are made with customs authorities to clear the chicks as soon as they are off-loaded. Long before the plane has arrived, the consignee is notified of the arrival time of his chicks. By the time the plane reaches the airport, the buyer's truck is waiting to receive his shipment. Unloading and customs clearance follow, and the chicks are whisked away by the truck. Such elimination of transfer delays will do much to boost air cargo.

A big airport for air cargo and non-scheduled operations, located in Charles County, Maryland, near Washington, D. C., will be constructed by the Potomac Airport Company. Scott P. and J. Scott Appleby, of Washington, head the firm. Two 6,000-foot hard-surfaced runways will be laid in the initial stage of construction. Included in the plans are warehouse and layover facilities, warehouses conforming in design to that of motor truck docks approved by the American trucking industry, and cold storage. Maintenance and service for twin- and four-engine aircraft will be provided.

Jim Mariner, Northwest's director of cargo (see profile in January A. T.), reports that in the first five months of the company's United States-Orient operation, air cargo volume upped 810

percent. Domestic air cargo (freight and express) is running well ahead of last year's totals.

Swiss watches, lace edges, artificial limbs, beer samples, tobacco samples, quartz crystals, white shirts, optical supplies, and drugs, comprise the highest volume of shipments to Tokyo, Seoul, Shanghai, Okinawa, and Manila. Returning are canned sea foods, optical and photographic supplies, semi-precious stones, stains, linens, silks and laces, tea, cultured pearls, tiger-eye cameos, cigars, infant dresses, ball-socks, and diplomatic pouches. Main shipments to Alaska include machinery, instruments, foods and periodicals.

Gerald J. Keller, cargo traffic and sales manager for Chicago and Southern, has some figures of his own. Air cargo statistics for C&S show that during the past year poundage went up more than 300 percent. During the latter months of 1947, all available space on passenger flights was utilized to increase the cargo totals. Good stuff! Keller foresees the carriage of 2½ million pounds in C&S planes this year.

The air freight agreement between Northwest Airlines and Railway Express Agency has been disapproved by the Civil Aeronautics Board on the ground that it is a violation of the terms of the CAB exemption order under which the agency operates. It stressed the point that REA was authorized by exemption to perform only certain types of air transportation under specific types of contracts. The deal with NWA, the CAB said, was not

pursuant to or identical with such contracts.

March 15 is the official date for the inauguration of international air parcel post between the United States and 21 foreign countries. Weight and size limitations, customs declarations, and other conditions that govern international surface parcel post will apply to air parcel post. The blue par avion (air mail) sticker must be applied to parcels sent by air. Such parcels may be registered or insured to those countries where such service is now in operation. Air shippers: post the following table of rates and weight limitations.

**Air cargo tidbits:** Says Pan Am: "The bubble gum beachhead is firmly established in Venezuela." Most recent shipment of Bomba Yanks (that's the Latin American version of Yanks Bubble Gum, son) totaled nearly nine tons, consigned to Antonio Barrera of Caracas. . . . Another unusual Pan Am cargo was 3,500 bricks, flown from Miami to Havana. . . . Taca recently transported an 11,300-pound diesel turbine engine from New Orleans to El Salvador. As the story goes, the engine in a water pumping plant broke down, leaving the Salvadorean community of some 550,000 persons without public water supply. The Caterpillar Tractor Company, Peoria, Illinois, was the consignor. . . . A 251-carat black diamond, said to be the biggest ever flown across the Atlantic (and maybe the Pacific, (Concluded on Page 41)

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## DUPLICATION IS WASTE

(Continued from Page 11)

tries. The entrants of 1948 hope to duplicate that performance.

What do you want in the way of new blood in an industry which has grown from 19 to more than 100 carriers in 10 years? This argument will not convince many; it has been used too often.

In their appearances before various agencies and committees of the Government, the all-freight lines say that transportation of freight by air should be a separate industry, apart from the carriage of passengers. At the same time and to the same audiences, the steamship operators argue on the opposite side, that "freight follows the passenger." They believe, like the railroads, that maximum economy to the user comes from the ability to combine loads whenever it is practical and to make most intensive utilization of common facilities.

Transportation history ably supports the advantage of combined carriage of the several types of traffic—passengers, mail and property. The record is far more persuasive than the nebulous arguments of the all-freight operators to the contrary.

A year ago there were dozens of all-freight operators. The number has diminished to a handful. Too many of them were attempting to sell air transportation at rates below the realistic costs of providing the service. Many of them did not know they were going broke until the sheriff called on them, for their lack of adequate cost data gave them no advance notice of impending failure. Too many kept their books on a cash income and outgo basis, and failed to provide reserves against ascertainable contingencies, such as replacement of equipment worn out or damaged in the service. Too many freight operators today do not know what their costs are.

It is evident that a substantial part of the claimed economies of some operators comes from the pocketbook of their employees. Irrespective of the fact that this sacrifice of earnings is willingly made, the fact remains that the certificated airlines offer a substantially higher level of wage and security benefits than the all-freight operators.

In time these levels will tend to proximate. For the present the all-

freight operators are able to employ competent people at levels below that paid by the certificated airlines. In time these are bound to equalize, if for no other reason than that competition for personnel will force equalization. The certificated airlines instituted the 40-hour week, paid vacations, sick leave with pay, paid holidays, overtime compensation, shift differentials, employee life insurance and employee retirement benefits. The Government has encouraged each of these benefits; the same Government grants the certificates of convenience and necessity, and must take their cost into consideration.

What, after all, is there so new about the transportation of air freight? Air freight consists of establishing rates, selling transportation at those rates, getting the cargo to the airport and loaded aboard, operating the airplane to destination and getting the cargo unloaded and delivered. The certificated airlines have had 20 years of experience in doing precisely that, compared with two years' experience for the average freight operator.

In spite of the fact that air cargo transportation is far from a "new" business, one of the most heartening signs for the future of air transport-



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tation is the exceeding rapidity with which the volume of the cargo business is developing. In the cases of several of the carriers, including American, the monthly revenue from the transportation of air cargo now substantially exceeds revenue from the transportation of mail, and has exceeded it for many months.

The scheduled carriers recognize the broad horizons of the air cargo business, and the present and potential requirements of that phase of the business. They have already made fleet additions for the specific purpose of providing for an increased freight transportation capacity. Some planned additions have been delayed by reason of the temporary lack of DC-6 aircraft availability, but 1948 will see a most substantial addition to the freight transportation capacity of the scheduled carriers.

Air transportation can never fulfill its public obligation by concentrating its attention on a few key cities. We do not organize industry, any industry, to give the advantages to metropolitan centers and let the rest of the people get along the best they can.

If we apply the principle of more intensive use of existing investment, facilities, and personnel, for the benefit of the whole country, and don't try to divide up air transportation into a lot of special compartments, and don't ignore the small shippers and the small towns, and don't create a privileged class of cream operators between a few choice points, then we may look forward confidently to the day when every man will have the benefits of air transportation within his reach. It is the old American dream that is at stake—the old American dream of benefits to be brought by private enterprise operating at peak efficiency—the dream of more abundant service at less cost for all the people.

There is the utmost of freedom and equality of opportunity in applying to CAB for a certificate of public convenience and necessity. There always has been; there always will be. And the fact that certificates for additional service have been granted is proven by the constantly increasing number of carriers permitted by the Federal regulatory agency to engage in the business.

The Congress devoted a great deal of time and attention to the phrasing of the Civil Aeronautics Act, patterning its provisions on the best of experience in all forms of transportation which had preceded air transportation. The tests imposed by the

Civil Aeronautics Act are understandable and fair; they are promised, as the Act so often points out, on the basic merits of public convenience and necessity.

If these operators can prove, by the standards of the Civil Aeronautics Act, that additional service is required, and they are equipped to render that service, they will receive certificates of convenience and necessity. If they fail in that proof, by the standards established by the Congress and written into the Civil Aeronautics Act, then the service is not required and should not be authorized.



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### ★ EXECUTIVE ★

**GORDON R. MCGREGOR**, who succeeds H. J. Symington as president of Trans-Canada Air Lines, as well as becoming a member of the board of directors.

**DOUGLAS CAMPBELL**, named vice president and general manager of Panagra. He has been a Panagra officer since 1935.

**RUDOLPH F. GAGG**, elected president of Air Associates, Inc. He has been associated with the Wright Aeronautical Corporation since 1930.

**D. ROY SHOULTS**, chief engineer of the Glenn L. Martin Company since last June, named vice president-engineering. Shoults was vice president-engineering of Bell Aircraft before joining Martin.

**WILLIAM K. EBEL**, formerly vice president-engineering of the Glenn L. Martin Company, now serving as director of engineering of Curtiss-Wright's Airplan Division. He is an outstanding aircraft engineer and former test pilot.

**W. F. ROGERS**, vice president-sales for Slick Airways, appointed to the newly-created post of vice president and assistant to the president.

**HARLAN E. HOLMAN**, elected to the post of vice president-treasurer of Aviation Maintenance Corporation, as well as membership on the board of directors.

**RICHARD N. BALE**, former president of Servicio Aero Charter, S. A., a

Peruvian non-scheduled airline, appointed executive representative for Braniff International Airways in Peru.

**A. M. DE VOORSNEY**, route development manager of United Air Lines, named assistant secretary of the company, assistant treasurer of Northeast Airlines. He was formerly director of economic development and budgetary control.

**ROBERT WATT MILLER**, president of the Pacific Lighting Corporation, elected to the board of directors of American Airlines.

### ★ ADVERTISING ★ PUBLIC RELATIONS

**CLINTON R. HARROWER**, well-known in aviation circles, appointed director of public relations for Peruvian International Airways.

**JOHN M. CODY**, formerly eastern advertising manager for Lockheed Aircraft, named advertising and public relations officer for Irish Air Lines in the United States.

**PASCAL COWAN** and **GEORGE POTTORFF**, appointed by Pan American World Airways to the respective posts of press relations manager for the Pacific-Alaska Division, and press relations representative in Honolulu.

**WILLIAM H. HIPPLE**, named by American Airlines to the post of southern regional director of public relations. He is a veteran foreign correspondent.

**JAMES A. GOWDY**, appointed dis-

trict publicity manager for United Air Lines in the San Francisco area; **RICHARD C. FERNALD**, named Chicago district publicity manager; and **ADOLPH A. HOEHLING**, now on UAL's publicity staff at the executive offices.

**ALEX L. ANDERSON**, former editor and advertising man, appointed Eastern publicity representative for NWA.

**LOUIS W. DAVIS**, named assistant director of public relations for Republic Aviation. He is a former newspaper and advertising man.

### ★ SALES ★ TRAFFIC

**J. J. FAUTEUX**, named director of Orient sales for Northwest Airlines. He recently returned to the United States after more than a year in the Orient.

**JAMES B. EMERY**, **RUSSELL G. WILCOX**, **MILTON E. MERRIMAN**, **H. W. WEST**, **EDWARD J. REYNOLDS**, **JAMES B. MCCULLOUGH** and **DONALD E. DERRAH**, appointed by Northwest Airlines to the following positions: Emery, district traffic manager at Tokyo; Wilcox, district traffic manager at Okinawa; Merriman, district traffic manager at Seoul, Korea; West, district traffic manager at Manila; Reynolds, California traffic manager; McCullough, district traffic manager at Pittsburgh; and Derrah, assistant district traffic manager at Cleveland.

**PARKMAN SAYWARD**, southwest division manager for Slick Airways, appointed to the post of general manager. He served as a lieutenant colonel in the AAF.

**DAVID E. POSTLE**, former Civil Aeronautics Board official, now serving as domestic sales manager of Bell Aircraft's Helicopter Division.

**WALTER A. JOHANSON**, agency and tour manager for Scandinavian Airlines in New York, appointed district traffic manager for the airline in Chicago.

**JOHN F. BUDD, JR.**, formerly with Northeast Airlines during which time he served as public relations director of the Airlines Traffic Club of New York, appointed public relations representative for the New York Museum of Science and Industry. He is a former writer for AIR TRANSPORTATION.



John M. Cody J. J. Fauteux Parkman Sayward David E. Postle Paul T. Rennell Don A. Huff C. P. E. Holloway



**EUGENE OSTHEIMER**, named director of tariffs and schedules for Northeast Airline. With C&S for 6 yrs.

**JOHN S. ANDERSON** and **FRED-ERICK A. QUANJER**, appointed by Colonial Airlines to respective posts of Canadian resident manager, and agency sales and interline representative in Washington, D. C.

**GEORGE CUSSEN**, named general sales manager for the Flying Tiger Line; and **CHARLES GREENE**, now serving as district sales manager in San Francisco.

**DHAN MUKERJI**, **VINCENT G. ZUBRAS**, and **WILLIAM H. PACE, JR.**, appointed by Pan American to the following posts: Mukerji, assistant director of traffic and public relations for the Pacific-Alaska Division; Zubras, assistant sales manager at Frankfurt, Germany; and Pace, assistant to the general sales manager, Willis G. Lipscomb.

**JOHN RUDDY** and **M. E. SULLIVAN**, named sales manager of the Inland Division of Western Air Lines and assistant general traffic manager of WAL, respectively.

**TOM A. WHITLEY**, appointed by Braniff to the post of district traffic manager at Memphis. He is a native of Fort Worth.

**J. ROBERT KELLEHER**, named by United as district traffic-sales manager at Fort Wayne. He is a veteran of NATS.

**CLIFFORD E. ROBERTS**, appointed southern regional traffic manager for Mid-Continent Airlines. He was with Pan Am for nine years.

**JOSEPH G. BROWN** and **ROBERTO CARRASQUILLO**, named by Western Air Lines to the respective positions of agency representative in the New York area, and traffic and sales representative in San Juan.

**ELLIS F. FURDA**, appointed city traffic manager at Wichita Falls, Texas, for Continental Air Lines.

## ★ CARGO ★

**PAUL T. RENNELL**, appointed superintendent of cargo agencies for Pan American. He was formerly with Grace Lines, and during the war served as a PT boat commander in the Pacific.

**DON A. HUFF**, named by Peruvian International Airways to the post of cargo and passenger sales director. He was formerly director of cargo sales.

**C. P. E. HOLLOWAY**, named district manager of cargo sales for Trans-Canada Air Lines in the New York area. A Dartmouth graduate, he has served with Eastern Air Lines and Air Express International Agency, Inc. He was a member of NATS during the war.

**ALVIN E. LEVENSON**, who has joined KLM's cargo sales staff in New York. He was formerly associated with U. S. Airlines and Air Cargo Transport. During the war he served with the Naval Air Corps.

## ★ MISCELLANEOUS ★

**JAMES C. AUSTIN**, head of traffic and sales for Capital Airlines, has replaced C. E. Woolman, president of Delta Air Lines, on the board of directors of Air Cargo, Inc.

**J. CARLTON WARD, JR.**, elected chairman of the Aircraft Manufacturers Council, East Coast, of the Aircraft Industries Association.

## GUEST AIR CARGO EDITORIAL

(Continued from Page 7)

York area, will do much to provide a solution. Airlines seriously interested in the development of air freight must take progressive steps to provide adequate downtown terminal facilities for the convenience of shippers in heavy shipping centers.

5 There is an appalling lack of knowledge among the general shipping public of the low rates available for air freight, the service available, and the advantages present in the use of air freight for specific commodities. This fault lies at the doorstep of the airlines and can be corrected only by an intelligently conceived publicity program, expanded sales solicitation, and a constantly aggressive sales research program.

6 Inefficient and dilatory billing procedure has the double effect of weakening the financial structure of the airline concerned and placing the airline in an embarrassing position with its customers who cannot help but be unfavorably impressed by such indication of inefficient management. The most practical solution would seem to be to decentralize billing procedure to each individual station, with all billing matters handled by the individual station and headquarters control exercised by traveling auditors maintaining a constant watch on the efficiency of procedure in each station. Obviously, the overall system of billing procedure should be set by the airline headquarters for the sake

of uniformity, but the actual control of administration of this procedure should rest at the individual station.

7 Great harm has been done to the air freight industry by sales personnel overselling the speed of service. Practical experience demonstrates that shippers are interested in factual statements of the service offered rather than exaggerated promises of impractical speed based upon an attempt by sales personnel to over dramatize the developments of the so-called Air Age.

8 An important aspect of service is the prompt handling of claims and COD shipments. If an air freight organization accepts COD shipments, the shipper is entitled to prompt remuneration. If a shipper has a claim, he is entitled to a prompt answer whether it is favorable or unfavorable. The obvious solution to this problem is for the airline management to develop a sound, workable system of handling based upon standard transportation practice.

These are by no means all of the problems existing in the air freight business. However, any airline managed by capable personnel, with sound maintenance, careful selection of aircraft, adequate financing, rigid economy, and progressive thinking in management, can achieve a great measure of success by combining these basic essentials with a realistic approach to the constantly arising problems peculiar to the development of any new industry.

## AIR COMMERCE

(Continued from Page 37)

too), was flown from London to New York by American Overseas, and promptly transferred to the Bell helicopter operated by The New York Journal-American. The precious stone was "eggbeatered" to the Claridge Hotel in Atlantic City for—you guessed it—the convention of the Industrial Diamond Association of America. . . . Not only has United been flying cargoes of bees from California to other parts of the United States and Canada, but by all indications this type of traffic appears to be buzzing.

## DC-6s Flying Again

The first DC-6 incorporating all safety modifications and improvements recommended by an industry-government board took to the air last month for the first time. All the voluntarily grounded DC-6s will be in service again soon.



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# IT'S AN WORLD

REG. U. S. PAT. OFF.

By L. A. GOLDSMITH

**T**HE impact of air cargo on world trade is incalculable. The ever increasing variety of air cargo has so many implications that only a few of them can be mentioned here. It is not only a question of speed of delivery, increased sales, more profits, or a higher yield on capital investment which result from its use. There are elements of protection to world health, and various intangibles, such as good will and simultaneous advertising campaigns by widely separated companies through broadcasting transcriptions forwarded by air.

Transcriptions are air-shipped to central broadcasting stations abroad. Radio Luxembourg, which can blanket most of the European countries, and Radio Mozambique, which covers a large part of Africa, are good examples. And, of course, the microfilm method developed during World War II is now an established newspaper publishing and advertising technique. Distributed by air, it permits simultaneous publication in all parts of the world.

All of these procedures—and many others—now enter into a number of practical phases of air cargo. Yet many of these implications do not always strike home to those who could and should take advantage of air cargo potentialities.

As a general rule, the importers in world markets—the purchasers—are more alive to the value of developing additional prof-

itable business through air transportation facilities. They always are seeking to have their purchases flown from the main countries of world supply sources.

But what about the exporters? Or, to be more specific, the exporting manufacturers? And even more specifically, those in the United States who already have extensive world distribution? Have they recognized the full implication of air shipping? We rather doubt that the majority of these latter have looked into this phase of increased world trade possibilities with real interest. Of course, there are always exceptions. In fairness to the exporters, the reason for this apparent lack of interest is no doubt due to the fact that most of them, for many years now, have basked in the sunshine of a seller's market. The continued scarcity of dollar exchange, and the consequent scramble of importers in all countries to compete wildly for the insufficient world supply of most goods and commodities, have something to do with this.

This seller's paradise will not last forever. Indeed, we hope not. The present situation simply reflects the great "imbalance" in the world's basic economy. Let us take it for granted that air cargo is a valuable part of our present and future world business development, and proceed from there.

What shall we consider first? We would say that first in line of paramount importance is profits. Profitable results from increased sales are self-evident when merchandise suitable for air transportation is shipped by air to destinations throughout the world. Profits produced from such business are not derived only from the actual sale of the goods; additional compounding of profits is possible, and can be secured because of the speed of delivery and the consequent rapidity of turnover.

This rapidity allows for a turnover of capital several times a year instead of possibly only once or at the most twice annually, when shipments are made by surface carriers. When the goods required are suitable for air transportation, the increased rate of turnover automatically creates a higher annual yield on the same amount of capital. Therefore, the result is in reality a double set of increased profits.

One profit increase comes from the actual additional sales volume. The second profit increase results from the greater net yearly profit through the higher annual yield from the same capital investment. Conversely, the capital invested could be reduced, and the merchant would still be able to produce the same former volume of sales and as much profit as formerly, in spite of a much smaller capital investment! It seems to add up to heads you win, and tails you win double!

The possibility of even starting a business with much less capital can be readily seen. This may even be the answer to the world-disturbing \$64 question of how to maintain greater and freer individual enterprise in many other countries. Many people find it harder to start up their own



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businesses in foreign countries, or even to get along at an early age, because fewer opportunities exist than here in our own country. Could it be that air cargo might help to supply one of the answers?

The big payoff comes in discovering for international air cargo those products which have not yet been considered practical for shipping by air to foreign countries. There are many such products, and not those confined only to the United States. For instance, consider a country like Colombia. Only a few years ago this country depended largely on her coffee crops for export. Then came the bonanza of banana production for shipment abroad. After that came exports of the precious black gold—oil—and, of course, the real gold from her own mines, as well as platinum. Colombia, while still dependent on coffee for her major export, is no longer a one crop country. Previously, the Colombians themselves did not think of their flowers and fruits as possible exports, much less as air exports. And Colombia was the first country to inaugurate commercial aviation!

But what happened in one typical case? Along came a progressive business woman from the United States, and in no time flat she inaugurated the air shipment of creamy colored roses, so huge that they are called cabbage roses. Good business for Colombia; good business for Mildred Johnson, founder of Inter-American Air Shopping; and good business for the scheduled and non-scheduled airlines.

A pioneer in the business of importations by air, Miss Johnson is developing an interesting air importing business. Her imports are not confined to Colombian

products. Her original idea began with Inter-American Air Shopping, but today the scale of operations has been increased greatly. Flowers, fruits, coffee, candy, perfumes and miscellaneous novelties comprise the bulk of her air imports at the moment.

One of Miss Johnson's specialties is a yearly mail order purchase plan for individual and wholesale customers of airborne flowers from various parts of the world. Among these are giant lilies from Peru,

roses from Colombia as already mentioned, Vanda orchids from Hawaii, hothouse orchids from Holland, wild orchids from Jamaica, and Javanese orchids. As a merchandising idea, Miss Johnson has the original airline labels attached to the flower packages, and in addition the ocean log of the flight forms part of the complete package.

All this is part of the air commerce picture.

## AIR FREIGHT LINES

**T**HIRTEEN irregular air carriers, failing to heed a warning by the Civil Aeronautics Board to file quarterly operational reports, felt the axe last month when the Board ordered their suspension. Originally 39 irregulars in all parts of the country and Alaska were named in a warning which specified a final deadline for the filing of the operational reports. Twenty-six carriers complied with the order.

In providing for the issuance of letters of registration to non-certificated irregular air carriers, the CAB requires that quarterly operational reports be filed with the Board on or before the 29th day of every October, January, April, and July. Those reports are to cover the period of the three preceding calendar months, showing all transportation flights during the specified

period, and stating the dates of departures and arrivals, and the origin, destination, and intermediate points served. (See **Pink Section**, May, 1947 A. T.)

Although the last operational report was due on January 20, the deadline had been extended until February 13. At the time the warning notice was issued, the CAB said that "non-compliance by such carriers with existing reporting requirements and their continuing to engage in air transportation without filing such reports seriously impairs and interferes with the proper discharge by the Board of its functions and duties under the Civil Aeronautics Act."

Meanwhile, it was learned that the CAB will stiffen the safety rules of nonskeds, to conform more closely with those applying to the certificated



# ... air freight for Britain?



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lines. A "draft release" of proposed amendments to and revisions in Part 42 of the Civil Air Regulations has been circulated among the industry. Definite action on the proposed rules is expected this month.

Other industry news:

**California Eastern Airways:** William A. Brechtel, has taken over the company's newly organized Foreign Service Division. A native Californian, he is a former employee of the Matson Navigation Company, and served as cargo manager for its Air Transport Division. During World War II he was cargo loading instructor for the Naval Air Transport Service . . . Cal Eastern's Chicago base has been moved to the former Air Transport Command freight dock at the Municipal airport. It is expected that this move will slice the former Chicago stop of 90 minutes in half . . . At Los Angeles, the company has moved into more spacious quarters in what was once the TWA hangar at Lockheed Air Terminal . . . Another move, at Newark, places Cal Eastern's station office in the Precinct Building, which adjoins the main terminal.

**Seaboard and Western Airlines:** Air freight receiving depot has been moved from 32 Front Street to 211 Water Street, New York . . . A new schedule of commodity rates, filed with the CAB, contain reductions of from 10 to 15 percent. Brussels, Geneva, Milan, Prague, and Rome are the cities affected. S&W also has listed rates between New York and the following ad-

ditional cities: Athens, Cairo, Damascus, Frankfurt, Paris, Pisa, and Shannon. Alarm clocks, musical boxes and boxworks, musical instruments, straw braid manufactures, shoes, overshoes, various types of sports shoes, and slippers have been given special rates for shipment between Geneva and New York.

## PAY DIRT

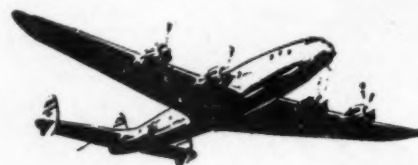
(Continued from Page 17)

last year, Air Import Potentials), it appears that the international air cargo market is at least as big as the potential international mail and passenger markets put together. This means that we can develop twice as big an international commercial air fleet as has currently been predicted.

I don't believe in extreme optimism, and I don't think air cargo is going to solve all our air problems by a long shot. But I do feel cargo has the biggest opportunity for growth of any form of airplane traffic, and if it were really encouraged (instead of neglected as it has been by both airlines and Government) it would be good business and it would also provide a good portion of the air transport fleet required by the military.

Of course, the airplane must remain a carrier of passengers and mail—on a bigger scale than ever before. I believe in encouraging both those forms of traffic. I seek only to add to them a third type of traffic, which in many ways will help the airlines to do a better job on the other two as well. Air transport began in the 'teens as a rickety but glamorous mail carrier; it was specifically encouraged by the Government in the Twenties and Thirties to go in for passenger (which also gave us bigger and better mail service). Now, in the Forties, is the time to build up the third type of air traffic, which in turn will build a firmer foundation for the whole air transport industry.

Every other form of transportation has come to learn that its major revenues depend on dirty old freight. I assume that, in due time and with due guidance and incentives from the Government, our own airline managements will learn the same lesson. And this cargo program is big enough to help all airlines; to give additional business to scheduled and non-scheduled, manufacturer, shipper, and forwarder, as well as to give added security to the military.



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# AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

## International Cargo and Mail Tables

Air cargo rates quoted are from U. S. International airport of departure and are based on the prevailing tariffs, airport to airport (see note). Shippers are warned, however, that these are subject to change.

### GATEWAY SYMBOLS

An—Anchorage  
 Bb—Bangor, Me.  
 Br—Brownsville, Tex.  
 Bw—Boston, Mass.  
 Cc—Corpus Christi, Tex.  
 Cg—Chicago  
 Cu—Cut Bank, Mont.  
 Dd—Dallas  
 De—Detroit  
 Ee—El Paso  
 Ft—Fort Worth  
 Gf—Grand Forks, N. D.  
 Hh—Houston  
 Jj—Jacksonville, Fla.  
 Lg—Los Angeles  
 Lo—Laredo  
 Mia—Miami  
 Min—Minneapolis-St. Paul  
 No—New Orleans  
 Nyk—New York  
 Ph—Philadelphia  
 Qy—Quebec, N. S.  
 Sa—San Antonio  
 Sf—San Francisco  
 Sg—San Diego  
 St—Seattle  
 Tm—Tampa  
 Uu—Union, N. Y.  
 Wa—Washington, D. C.

### AIRLINE SYMBOLS

A—American Airlines  
 AF—Air France  
 AO—American Overseas Airlines  
 B—British Overseas Airways Corp.  
 BO—Colonial Air Lines  
 CS—Chicago & Southern Air Lines  
 EA—Expreso Aereo Inter-Americano  
 K—KLM-Royal Dutch Airlines  
 N—National Airlines  
 NE—Northeast Airlines  
 NW—Northwest Airlines  
 P—Pan American Airways System and affiliates  
 PH—Philippine Air Lines  
 PI—Peruvian International Airways  
 S—Sabena  
 SS—Scandinavian Airlines System  
 T—Trans-Canada Air Lines  
 TA—TACA  
 TW—Transcontinental & Western Air  
 U—United Air Lines  
 W—Western Air Lines

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges apart. International air carriers whose schedules and rates are included here are indicated by the letter following the symbol for the airport.

Another Air Transportation Service  
Pull Out and File

Destination	U. S. Gateway & Airline	RATES (See Note)	Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)		
		Per 100 Lbs. Value		

NOTE: Per pound rate shown in this column is based on the average package weighing 25 lbs., i.e., 1 lb. package from New York to Ontario would cost \$1 or 25 lbs. \$4. Average cost per lb., 16¢. . . . Valuation rates are only used if consignments are shipped with declared value. . . . The valuation charge shown for AA and AOA is only applicable on shipments with a valuation of over \$7.71 per pound. AOA's minimum charge is as for 2 kilos (4.4 lbs.). For further information, contact AA or AOA. . . . There is no valuation charge on TACA.

It is suggested that those having shipments 100 pounds and over contact the carrier for special rates. British Overseas Airways Corp., carries from Foyles, Ireland to destinations in England, Scotland, and Wales. \*This involves onward carriage from AOA terminals by European airlines.

†Canadian air express is carried on the same basis as air express within the U. S. \$5.00 declared value free; excess charged at 10 cents per \$100 or fraction thereof.

### LATIN AMERICAN ROUTES

(Mail rate to points in Mexico is on a 1-ounce basis.)

Amira, Costa Rica	No TA	56	T.F.	10
	Mia TA	50	Dly	10
Bahia, N. W. I.	Mia P	45	10 Dly	10
	Nyk P	56	10 Dly	10
	No P	96	10 Dly	10
	Bro P	1.10	20 Dly	10
	Lgs P	1.85	20 Dly	10
	Hu P	1.18	20 Dly	10
	Ce P	1.13	20 Dly	10
	Mia P	2.0	10 Dly	08
Call, Cuba	Mia P	1.19	20 Dly	10
Call, Chile	Mia P	1.35	20 Dly	10
	No P	1.36	20 Dly	10
	Bro P	1.61	20 Dly	10
	Lgs P	1.41	20 Dly	10
	Hu P	1.38	20 Dly	10
	Ce P	1.33	20 T. Sa	10
	Nyk PI	1.33	20 T. Sa	10
	Wa PI	1.32	20 T. Sa	10
Destination in Colombia other than those named herein	Ce P	1.28	20 Dly	10
	Hu P	1.23	20 Dly	10
	No P	1.18	20 Dly	10
	Bro P	1.20	20 Dly	10
	Mia P	1.72	10 Dly	10
	Lgs P	1.49	20 Dly	10
	Mia P	1.26	20 Dly	10
Barranquilla, Colombia	Nyk P	1.54	20 Dly	10
	No P	1.53	20 Dly	10
	Bro P	1.60	20 Dly	10
	Lgs P	1.90	20 Dly	10
	Hu P	1.68	20 Dly	10
	Ce P	1.63	20 Dly	10
	Mia P	1.10	20 Dly	10
	No P	1.27	20 Dly	10
	Bro P	1.28	20 Dly	10
	Lgs P	1.46	20 Dly	10
	Hu P	1.33	20 Dly	10
	Ce P	1.30	20 Dly	10
	Mia P	1.14	20 Dly	10
	No P	1.30	20 Dly	10

Destination	U. S. Gateway & Airline	RATES (See Note)	Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)		
		Per 100 Lbs. Value		
Arica, (cont'd)	Bro P	1.31	20 Dly	10
	Lgs P	1.48	20 Dly	10
	Hu P	1.36	20 Dly	10
	Ce P	1.34	20 Dly	10
Aruba, N. W. I.	Mia K	41	32 Dly	10
	Mia P	1.53	20 Dly	10
Asuncion, Paraguay	Nyk P	1.77	20 Dly	10
	No P	1.75	20 Dly	10
	Bro P	1.86	20 Dly	10
	Lgs P	2.19	20 Dly	10
	Hu P	1.94	20 Dly	10
	Ce P	1.89	20 Dly	10
Bahia, Brazil	No P	1.54	20 Dly	10
	Bro P	1.64	20 Dly	10
	Nyk P	1.58	20 Dly	10
	Mia P	1.28	20 Dly	10
	Hu P	1.72	20 Dly	10
	Ce P	1.67	20 Dly	10
	Lgs P	1.94	20 Dly	10
Balboa, C. Z. (Panama City)	Hu P	74	32 Dly	10
	Ce P	70	32 Dly	10
	No P	67	62 Dly	10
	Mia P	70	50 Dly	10
	Nyk PI	53	10 T. Th, Sa	10
	Wa PI	52	10 T. Th, Sa	10
Balboa, Canal Zone	Mia P	39	10 Dly	10
	No P	64	10 Dly	10
	Bro P	66	10 Dly	10
	Lgs P	83	20 Dly	10
	Hu P	71	10 Dly	10
	Ce P	70	10 Dly	10
	Nyk PI	53	10 T. Th, Sa	10
	Wa PI	52	10 T. Th, Sa	10
Baracoa, Cuba	Mia P	22	10 Dly	08
Barcelona, Venezuela	Mia P	33	10 Dly	10
	Nyk P	77	10 Dly	10
	No P	93	10 Dly	10
	Bro P	94	20 Dly	10
	Lgs P	1.36	20 Dly	10
	Hu P	1.02	20 Dly	10
	Ce P	97	20 Dly	10
	Mia P	60	10 Su, T, W, F, Sa	10
	No P	1.12	20 Su, M, Th, F	10
	Bro P	1.20	20 Su, M, Th, F	10
	Lgs P	1.49	20 Su, W, Th, F	10
	Hu P	1.28	20 Su, M, Th, F	10
	Ce P	1.23	20 Su, M, Th, F	10
Barranquilla, Colombia	Mia K	53	10 M, F	10
	Mia P	36	10 Dly	10
	Bro P	75	10 Dly	10
	No P	74	10 Dly	10
	Lgs P	1.23	20 Dly	10
	Hu P	84	10 Dly	10
	Ce P	78	10 Dly	10
	Mia P	1.46	20 Su, W, Sa	10
	Nyk P	1.67	20 T, F, Sa	10
	Hu P	1.79	20 M, Th, F	10
	Ce P	1.74	20 M, Th, F	10
	No P	1.60	20 M, Th, F	10
	Bro P	1.71	20 M, Th, F	10
	Lgs P	2.05	20 Su, W, Th	10

Destination	U. S. Gateway & Airline	RATES (See Note)	Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)		
		Per 100 Lbs. Value		
Bayamo, Cuba	Mia P	17	10 Dly	08
Belem, Brazil	Mia P	1.89	10 Dly	10
	Nyk P	1.03	20 Dly	10
	No P	1.28	20 Dly	10
	Bro P	1.30	20 Dly	10
	Lgs P	1.56	20 Dly	10
	Hu P	1.38	20 Dly	10
	Ce P	1.33	20 Dly	10
Belise, Br. Hond.	Mia TA	26	17 Dly	10
	No TA	39	17 T, F	10
Bello-Horizonte, Brazil	Mia P	1.44	20 Dly	10
	Nyk P	1.64	20 Dly	10
	No P	1.56	20 Dly	10
	Bro P	1.69	20 Dly	10
	Lgs P	1.99	20 Dly	10
	Hu P	1.77	20 Dly	10
	Ce P	1.72	20 Dly	10
Bilwaskarma, Nic.	No TA	61	Dly	10
	Mia TA	63	W, Sa	10
Bluefield, Nicaragua	No TA	55	T, F	10
	Mia P	62	10 Dly	10
Bogota, Colombia	No P	1.08	20 Dly	10
	Bro P	1.11	20 Dly	10
	Lgs P	1.38	20 Dly	10
	Hu P	1.19	20 Dly	10
	Ce P	1.14	20 Dly	10
Bonair, N. W. I.	Mia K	44	32 Dly	10
	Mia TA	59	Dly	10
Bonanza, Nicaragua	No TA	57	T, F	10
Bucaramanga, Colombia	Mia P	60	10 Su, W, F	10
	No P	1.12	20 Su, M, Th, F	10
	Bro P	1.20	20 Su, M, Th, F	10
	Lgs P	1.48	20 Su, W, Th, F	10
	Hu P	1.28	20 Su, M, Th, F	10
	Ce P	1.23	20 Su, M, Th, F	10
Buenaventura, Col.	Mia P	68	10 T, Th	10
	No P	1.19	20 F	10
	Bro P	1.20	20 F	10
	Lgs P	1.52	20 F	10
	Hu P	1.28	20 F	10
	Ce P	1.23	20 F	10
Buenos Aires, Argentina	Mia P	1.56	20 Dly	10
	Nyk P	1.64	20 Dly	10
	No P	1.62	20 Dly	10
	Bro P	1.65	20 Dly	10
	Lgs P	1.98	20 Dly	10
	Hu P	1.73	20 Dly	10
	Ce P	1.68	20 Dly	10
Buenos Aires, Costa Rica	No TA	67	Dly	10
	Mia TA	53	W, Sa	10
Caibarien, Cuba	Mia P	51	10 Dly	10
Call, Colombia	Mia P	61	10 Dly	10
	No P	86	10 Dly	10
	Bro P	88	10 Dly	10
	Lgs P	1.05	10 Dly	10
	Hu P	93	10 Dly	10
	Ce P	92	10 Dly	10
Camaguey, Cuba	Mia P	12	10 Five Dly	08
Campeche, Mexico	Mia P	39	10 Dly	08
	No P	35	10 Dly	08
	Bro P	49	10 Dly	08
	Lgs P	89	10 Dly	08
	Hu P	57	10 Dly	08
	Ce P	52	10 Dly	08
Campo Grande, Brazil	Mia P	1.48	20 Su, W, Sa	10
	Nyk P	1.75	20 T, F, Sa	10
	No P	1.61	20 M, Th, F	10
	Bro P	1.60	20 M, Th, F	10
	Lgs P	2.15	20 Su, W, Th, F	10
	Hu P	1.68	20 M, Th, F	10
	Ce P	1.63	20 M, Th, F	10
Canavieiras, Brazil	Mia P	1.33	20 Sa	10
	Nyk P	1.62	20 Th, Sa	10
	No P	1.56	20 Th	10
	Bro P	1.69	20 Th	10
	Lgs P	1.99	20 W	10
	Hu P	1.77	20 Th	10
	Ce P	1.72	20 Th	10
Caracas, Venezuela (See La Guayra)	Mia P	1.36	20 T, W, F, Sa, Su	10
	Nyk P	1.64	20 Su, T, W, F, Sa	10
	No P	1.49	20 Su, M, W, Th, F	10
	Bro P	1.72	20 Su, M, W, Th, F	10
	Lgs P	2.03	43 Su, T, W, Th, F	10
Caravelas, Brazil	Hu P	1.81	43 Su, T, Th	10
	Ce P	1.76	43 Su, T, Th	10
Catacamas, Honduras	No TA	47	T, F	10
	Mia TA	50	Dly	10

## INTERNATIONAL CARGO AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Destination
		Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value		
Catagena, Colombia	Mia P	.47	10	Dly	10	Curacao, N.W.I.	Mia P	.42	20	Dly	10	Ixtape, (cont'd)	Bro P	.36	10	Su, T, W, Th	to, Hond
"	No P	.95	10	Dly	10	"	Nyk P	.73	20	Dly	10	"	Lgs P	.81	10	Su, T, W, Th	saailo, C
"	Bro P	1.05	10	Dly	10	"	No P	.93	20	Dly	10	"	"	"	"	Sa, M	caibo, V
"	Lgs P	1.32	20	Dly	10	"	Bro P	.94	20	Dly	10	"	Hu P	.44	10	Dly	"
"	Ce P	1.13	20	Dly	10	"	Lgs P	1.33	20	Dly	10	"	Ce P	.39	10	Dly	"
Cartago, Colombia	Ce P	1.08	20	Dly	10	"	Mia K	.42	20	Dly	10	Jono Passon (Cabadello)	Mia P	1.25	20	Sa	"
"	Mia P	.64	10	Dly	10	"	Hu P	1.02	20	Dly	10	"	Nyk P	1.47	20	Th	"
"	No P	1.03	10	Dly	10	Curitiba, Brazil	Ce P	.97	20	Dly	10	"	No P	1.49	20	Th	"
"	Bro P	1.06	10	Dly	10	"	Mia P	1.46	20	T, Sa, W	10	"	Bro P	1.55	20	Th	"
"	Lgs P	1.33	20	Dly	10	"	Nyk P	1.68	20	Sa, T, W	10	"	Lgs P	1.82	20	W	"
"	Ce P	1.14	20	Dly	10	"	No P	1.75	20	Dly exc. T	10	"	Hu P	1.63	20	Th	"
Cayenne, Fr. Guiana	Bro P	1.09	20	Dly	10	"	Bro P	1.75	20	Dly exc. T	10	"	Ce P	1.58	20	Th	"
"	Mia P	.78	10	Dly	10	"	Hu P	2.08	20	Dly exc. W	10	"	No TA	.47	20	Dly	"
"	Nyk P	.92	20	Dly	10	"	Ce P	1.78	20	Dly	10	Juticalpa, Honduras	No TA	.47	20	Dly	"
"	No P	1.18	20	Dly	10	"	Mia P	.45	20	Dly	10	"	MiaTA	.50	20	W, Sa	"
"	Bro P	1.20	20	Dly	10	David, Panama	No P	.58	20	Dly	10	"	Mia K	.20	10	Dly	"
"	Lgs P	1.51	20	Dly	10	"	Bro P	.60	20	Dly	10	"	No P	.20	10	Dly	"
"	Ce P	1.23	20	Dly	10	"	Lgs P	1.10	20	Dly	10	La Ceiba, Honduras	MiaTA	.52	20	Dly	"
Cayo Mambi, Cuba	Hu P	1.28	20	Dly	10	"	Hu P	.68	20	Dly	10	La Esperanza, Honduras	No TA	.47	20	T, F	"
Chetumal, Mexico	Ce P	1.23	20	Dly	10	"	Ce P	.63	20	Dly	10	"	MiaTA	.50	20	Dly	"
"	Mia P	.22	10	Dly	08	"	No TA	.48	20	T, F	10	La Guaira, Venezuela	Mia P	.47	20	Dly	"
"	No P	.45	10	M, W, F	05	"	MiaTA	.51	20	Dly	10	"	Mia K	.47	20	Dly	"
"	Bro P	.55	10	Sa, T, Th	05	"	Mia P	.78	20	Su, Th	10	"	Nyk P	.77	20	Dly	"
"	Lgs P	.93	10	M, W, Sa	05	"	No P	1.00	20	W, Sa	10	"	Bro P	.89	20	Dly	"
"	Hu P	.63	10	Su, T, Th	05	"	Bro P	1.00	20	W, Sa	10	"	Lgs P	.90	20	Dly	"
"	Ce P	.58	10	Su, T, Th	05	"	Lgs P	1.22	20	T, F	10	"	Hu P	1.30	20	Dly	"
Chilayo, Peru	Mia P	.90	10	Dly	10	"	Hu P	1.08	20	W, Sa	10	"	Ce P	.98	20	Dly	"
"	No P	1.09	20	Dly	10	"	Ce P	1.05	20	W, Sa	10	"	Ce P	.93	20	Dly	"
"	Bro P	1.10	20	Dly	10	"	No TA	.46	20	T, F	10	La Labor, Honduras	No TA	.49	20	T, F	"
"	Lgs P	1.34	20	Dly	10	"	MiaTA	.49	20	Dly	10	"	MiaTA	.52	20	W, Sa	"
"	Ce P	1.16	20	Dly	10	"	Mia P	1.48	20	W, F	10	La Paz, Bolivia	Mia P	1.15	20	M, T, W, F, Th	"
Choluteca, Honduras	No TA	.46	20	T, F	10	"	Nyk P	1.70	20	Sa, W	10	"	No P	1.31	20	M, T, Th, F, Sa	"
"	MiaTA	.49	20	Dly	10	"	No P	1.64	20	M, W	10	"	Bro P	1.32	20	M, T, Th, F, Sa	"
Cienaga, Colombia	No P	.95	10	Dly	10	"	Bro P	1.70	20	M, W	10	"	Lgs P	1.49	20	Sa, M, W, Th, F	"
"	Bro P	1.05	10	Dly	10	"	Lgs P	2.08	20	S, Th	10	"	Hu P	1.37	20	Dly	"
"	Lgs P	1.32	20	Dly	10	"	Hu P	1.87	20	M, W	10	"	Ce P	1.35	20	Dly	"
"	Ce P	1.13	20	Dly	10	"	Ce P	1.82	20	M, W	10	La Paz, Honduras	No TA	.46	20	T, F	"
Cienfuegos, Cuba	Ce P	1.08	20	Dly	10	"	Mia P	1.23	20	Dly	10	"	MiaTA	.49	20	Dly	"
C. del Carmen, Mexico	Mia P	.13	10	Dly	08	"	Nyk P	1.39	20	Dly	10	La Union, Honduras	No TA	.47	20	T, F	"
"	Mia P	.43	10	Twice Dly	05	"	No P	1.44	20	Dly	10	"	MiaTA	.50	20	Dly	"
"	No P	.41	10	Dly	05	"	Bro P	1.51	20	Dly	10	Lamani, Honduras	No TA	.45	20	T, F	"
"	Bro P	.44	10	Dly	05	"	Lgs P	1.72	20	Dly	10	"	MiaTA	.48	20	Dly	"
"	Lgs P	.85	10	Dly	05	"	Hu P	1.59	20	Dly	10	Las Canas, Costa Rica	No TA	.57	20	T, F	"
"	Hu P	.52	10	Dly	05	"	Ce P	1.54	20	Dly	10	"	MiaTA	.53	20	Dly	"
"	Ce P	.47	10	Dly	05	"	Mia P	.66	20	Dly	10	Las Juntas, Costa Rica	No TA	.56	20	T, F	"
Ciudad Trujillo, D. R.	Mia P	.31	10	Twice Dly	10	"	Nyk P	.80	20	Dly	10	"	MiaTA	.52	20	Dly	"
"	Nyk P	.53	10	Dly	10	"	No P	1.08	20	Dly	10	Liberia, Costa Rica	No TA	.58	20	T, F	"
"	Mia K	.31	10	T	10	"	Bro P	1.09	20	Dly	10	"	MiaTA	.54	20	Dly	"
Ciudad Victoria Tamps.	Di B	.30	10	Dly	05	"	Lgs P	1.46	20	Dly	10	Libertad, Nicaragua	MiaTA	.51	20	Dly	"
"	Fv B	.30	10	Dly	05	"	Hu P	1.17	20	Dly	10	"	No TA	.52	20	T, F	"
"	Lo B	.16	10	Dly	05	"	Ce P	1.13	20	Dly	10	Lima, Peru	Mia P	.99	20	Dly	"
"	Sa B	.23	10	Dly	05	"	MiaTA	.54	20	Dly	10	"	No P	1.16	20	Dly	"
"	Bro P	.20	10	Dly	05	"	No TA	.58	20	T, F	10	"	Bro P	1.17	20	Dly	"
"	Hu P	.28	10	Dly	05	"	MiaTA	.51	20	Dly	10	"	Lgs P	1.39	20	Dly	"
"	Ce P	.23	10	Dly	05	"	Bro P	.37	10	Dly	05	"	Hu P	1.23	20	Dly	"
Cochabamba, Bolivia	Mia P	1.19	20	M, W, Sa	10	"	Lgs P	.59	10	Dly	05	"	Ce P	1.21	20	Dly	"
"	No P	1.35	20	Su, T, F	10	"	Hu P	.45	10	Dly	05	"	NykPI	1.13	20	T, Th, Sa	"
"	Bro P	1.36	20	Su, T, F	10	"	Ce P	.40	10	Dly	05	"	Wa PI	1.12	20	T, Th, Sa	"
"	Lgs P	1.51	20	M, Th, Sa	10	"	Mia P	.20	10	Twice Dly	05	Loja, Ecuador	Mia P	.82	20	T	"
"	Hu P	1.41	20	Su, T, F	10	"	MiaTA	.39	20	W, Sa	10	"	No P	1.03	20	M	"
"	Ce P	1.38	20	Su, T, F	10	"	No TA	.39	20	T, F	10	"	Bro P	1.12	20	M	"
Colombia. Any Destination other than those named herein	Hu P	1.28	20	Dly	10	"	No P	.36	20	Twice Dly	10	"	Lgs P	1.36	20	Sa	"
"	Ce P	1.23	20	Dly	10	"	Bro P	.37	20	Twice Dly	10	"	Hu P	1.20	20	M	"
"	No P	1.18	20	Dly	10	"	Lgs P	.53	20	Dly	10	"	Ce P	1.15	20	M	"
"	Bro P	1.20	20	Dly	10	"	Hu P	.45	20	Dly	10	Los Chiles, Costa Rica	No TA	.58	20	T, F	"
"	Mia P	.72	20	Dly	10	"	Ce P	.41	20	2 Dly	10	"	MiaTA	.54	20	Dly	"
Comayagua, Honduras	Lgs P	1.49	20	Dly	10	"	No TA	.46	20	T, F	10	Macao, Brazil	Mia P	1.26	20	Dly	"
"	No TA	.46	20	T, F	10	"	MiaTA	.49	20	Dly	10	"	Nyk P	1.52	20	Dly	"
Concepcion, Bolivia	MiaTA	.49	20	Dly	10	"	Mia P	.76	20	Dly	10	"	No P	1.51	20	Dly	"
"	Mia P	1.27	20	Sa	10	"	No P	.99	20	Dly	10	"	Bro P	1.56	20	Dly	"
"	No P	1.41	20	F	10	"	Bro P	1.00	20	Dly	10	"	Lgs P	1.86	20	Dly	"
"	Bro P	1.41	20	F	10	"	Lgs P	1.20	20	Dly	10	"	Hu P	1.64	20	Dly	"
"	Lgs P	1.55	20	F	10	"	Hu P	1.06	20	Dly	10	"	Ce P	1.59	20	Dly	"
"	Hu P	1.52	20	F	10	"	Ce P	1.04	20	Dly	10	Magangu, Colombia	Mia P	.52	20	Su, T, F	"
"	Ce P	1.50	20	F	10	"	Mia P	.08	15	Several Dly	08	"	No P	1.02	20	Sa, M, F	"
Cordoba, Argentina	Mia P	1.37	20	Dly	10	"	MiaTA	.08	15	Several Dly	08	"	Bro P	1.12	20	Sa, M, F	"
"	No P	1.48	20	Dly	10	"	Mia N	.08	10	Dly	08	"	Lgs P	1.39	20	Sa, Th, Sa	"
"	Bro P	1.49	20	Dly	10	"	Tem N	.09	10	Dly	08	"	Hu P	1.20	20	Sa, M, F	"
"	Lgs P	1.65	20	Dly	10	"	Nyk N	.19	10	Dly	08	"	Ce P	1.15	20	Sa, M, F	"
"	Hu P	1.62	20	D y	10	"	No CS	.17	15	Dly	08	Managua, Nicaragua	Mia P	.51	20	Dly	"
"	Ce P	1.50	20	Dly	10	"	NykPI	.19	10	T, Th, Sa	10	"	MiaTA	.50	20	W, Sa	"
Coro, Venezuela	Mia P	.48	32	Dly	10	"	Wa PI	.19	10	T, Th, Sa	10	"	No TA	.48	20	Twice Dly	"
"	Nyk P	.82	32	Dly	10	"	Lgs P	.24	10	Dly	08	"	No P	.48	20	Twice Dly	"
"	No P	.84	32	Dly	10	"	Mia P	.15	10	Dly	08	"	Bro P	.50	20	Twice Dly	"
"	Bro P	.85	32	Dly	10	"	Mia P	.64	10	Dly	10	"	Lgs P	.66	20	2 Dly	"
"	Lgs P	1.30	43	Dly	10	"	No P	.13	20	Dly	10	"	Hu P	.58	20	2 Dly	"
"	Hu P	.93	43	Dly	10	"	Bro P	1.17	20	Dly	10	"	Ce P	.53	20	2 Dly	"
"	Ce P	.88	32	Dly	10	"	Lgs P	1.40	20	Dly	10	Manaos, Brazil	Mia P	1.24	20	Su, W, Th	"
Corquin, Honduras	No TA	.49	20	T, F	10	"	Ce P	1.25	20	Dly	10	"	Nyk P	1.44	20	Sa, W, T	"
"	MiaTA	.52	20	Dly	10	"	Mia P	1.20	20	Dly	10	"	No P	1.45	20	M, T, F	"
Corumba, Brazil	Mia P	1.36	20	Sa, W	10	"	Ce P	1.21	20	Dly	10	"	Bro P	1.54	20	M, T, F	"
"	No P	1.45	20	M, F	10	"	Nyk P	1.75	20	Sa, T	10	"	Lgs P	1.79	20	Sa, M, Th	"
"	Bro P	1.40	20	M, F	10	"	No P	1.69	20	Sa, F	10	"	Hu P	1.62	20	W, F, Sa	"
"	Lgs P	1.69	20	Sa, Th	10	"	Bro P	1.84	20	Sa, F	10	"	Ce P	1.57	20	W, F, Sa	"
"	Hu P	1.58	20	"	10	"	Lgs P	2.14	20	Th, Sa	10	Manizales, Colombia	Mia P	.65	20	Dly	"
"	Ce P	1.53	20	"	10	"	Hu P	1.92	20	Sa, F	10	"					



## INTERNATIONAL CARGO AND MAIL TABLES--Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)						
Depart	Destination	U. S. Gateway & Airline	Per 100 Lbs. (Under 100 Lbs.)	Per \$100 Value	Depart	Destination	U. S. Gateway & Airline	Per 100 Lbs. (Under 100 Lbs.)	Per \$100 Value	Depart	Destination	U. S. Gateway & Airline	Per 100 Lbs. (Under 100 Lbs.)	Per \$100 Value		
T.W,Th	No TA	.47	T.F	.10	Nuevo Laredo, Mexico...	Di B	.22	.17	Dly	.05	Puntarenas, Costa Rica...	Mia TA	.51	Dly	.10	
M	Mia TA	.50	Dly	.10	"	Fv B	.22	.17	Dly	.05	"	No TA	.55	T.F	.10	
T.W,Th	Mia P	.15	Dly	.08	"	Sa B	.15	.15	Dly	.05	Quibdo, Colombia...	Mia P	.62	10	Sa F	.10
Sa,M	"	"	"	"	"	Lo B	.05	.05	Dly	.05	"	No P	.12	.20	F	.10
"	"	"	"	"	"	Mia P	.71	.10	Dly except Sa	.05	"	Bro P	.14	.20	F	.10
"	"	"	"	"	"	No P	.65	.10	Dly except F	.05	"	Lgs P	.46	.20	Th	.10
"	"	"	"	"	"	Bro P	.30	.10	Dly except Sa	.05	"	Hu P	.27	.20	Sa	.10
"	"	"	"	"	"	Lgs P	.76	.10	Dly except F	.05	"	Ce P	.22	.20	Sa	.10
"	"	"	"	"	"	Hu P	.38	.10	Dly	.05	Quito, Ecuador...	Mia P	.74	.10	Dly	.10
"	"	"	"	"	"	Ce P	.33	.10	Dly	.05	"	No P	.98	.20	Dly	.10
"	"	"	"	"	"	Mia TA	.52	.10	Dly	.10	"	Bro P	.99	.20	Dly	.10
"	"	"	"	"	"	No TA	.49	.10	T.F	.10	"	Lgs P	1.18	.20	Dly	.10
"	"	"	"	"	"	Mia TA	.49	.10	Dly	.10	"	Hu P	1.05	.20	Dly	.10
"	"	"	"	"	"	No TA	.46	.10	T.F	.10	"	Ce P	1.03	.20	Dly	.10
"	"	"	"	"	"	Mia P	1.24	.43	M.T.W.F.Sa	.10	Recife (Pernambuco) Brasil	Mia P	1.26	.20	Dly	.10
"	"	"	"	"	"	No P	1.33	.43	M.T.Th.F.Sa	.10	"	Nyk P	1.48	.20	Dly	.10
"	"	"	"	"	"	Bro P	1.33	.43	M.T.Th.F.Sa	.10	"	No P	1.50	.20	Dly	.10
"	"	"	"	"	"	Lgs P	1.55	.43	S.M.W,Th,F	.10	"	Bro P	1.56	.20	Dly	.10
"	"	"	"	"	"	Hu P	1.41	.43	Dly	.10	"	Lgs P	1.84	.20	Dly	.10
"	"	"	"	"	"	Ce P	1.36	.43	Dly	.10	"	Hu P	1.64	.20	Dly	.10
"	"	"	"	"	"	Mia TA	.53	.10	Dly	.10	"	Ce P	1.59	.20	Dly	.10
"	"	"	"	"	"	No TA	.57	.10	T.F	.10	"	Mia P	1.26	.20	Dly	.10
"	"	"	"	"	"	Mia P	.39	.10	Twice Dly	.10	"	Nyk P	1.37	.20	Dly	.10
"	"	"	"	"	"	No P	.64	.10	Dly	.10	"	Bro P	1.54	.20	Dly	.10
"	"	"	"	"	"	Bro P	.66	.10	Twice Dly	.10	"	Lgs P	1.94	.20	Dly	.10
"	"	"	"	"	"	Lgs P	1.15	.20	Dly	.10	"	Hu P	1.68	.20	Dly	.10
"	"	"	"	"	"	Hu P	.74	.10	2 Dly	.10	"	Ce P	1.64	.20	Dly	.10
"	"	"	"	"	"	Ce P	.70	.10	2 Dly	.10	"	Mia P	1.32	.20	Sa	.10
"	"	"	"	"	"	Nyk P	.53	.10	T.Th.Sa	.10	"	No P	1.44	.20	F	.10
"	"	"	"	"	"	Wa P	.52	.10	T.Th.Sa	.10	"	Bro P	1.45	.20	F	.10
"	"	"	"	"	"	Mia P	.73	.10	Dly	.10	"	Lgs P	1.58	.20	Th	.10
"	"	"	"	"	"	Mia K	.73	.43	T.F	.10	"	Hu P	1.49	.20	F	.10
"	"	"	"	"	"	Nyk P	.86	.10	Dly	.10	"	Ce P	1.46	.20	F	.10
"	"	"	"	"	"	No P	1.14	.20	Dly	.10	"	No TA	.49	.10	T.F	.10
"	"	"	"	"	"	Bro P	1.15	.20	Dly	.10	"	Mia TA	.52	.10	Dly	.10
"	"	"	"	"	"	Lgs P	1.48	.20	Dly	.10	"	No TA	.47	.10	T.F	.10
"	"	"	"	"	"	Hu P	1.23	.20	Dly	.10	"	Mia TA	.50	.10	Dly	.10
"	"	"	"	"	"	Ce P	1.18	.20	Dly	.10	"	Mia P	.78	.10	Th.Sa	.10
"	"	"	"	"	"	Mia P	1.19	.20	Sa	.10	"	No P	1.02	.10	W.F	.10
"	"	"	"	"	"	Nyk P	1.33	.20	Sa,T	.10	"	Bro P	1.03	.20	W.F	.10
"	"	"	"	"	"	No P	1.38	.20	Th.Sa	.10	"	Lgs P	1.22	.20	T.Th	.10
"	"	"	"	"	"	Bro P	1.48	.20	Th.Sa	.10	"	Hu P	1.04	.20	W.F	.10
"	"	"	"	"	"	Lgs P	1.67	.20	W.Sa	.10	"	Ce P	1.05	.20	W.F	.10
"	"	"	"	"	"	Hu P	1.56	.20	Sa,Th	.10	"	Mia P	1.20	.20	Sa,T,F	.10
"	"	"	"	"	"	Ce P	1.51	.20	Sa,Th	.10	"	No P	1.42	.20	M.Th.Sa	.10
"	"	"	"	"	"	Mia TA	.51	.10	Dly	.10	"	Bro P	1.42	.20	M.Th.Sa	.10
"	"	"	"	"	"	No TA	.55	.10	T.F	.10	"	Lgs P	1.55	.20	Sa,W.F	.10
"	"	"	"	"	"	Mia P	.74	.10	Dly	.10	"	Hu P	1.46	.20	M.Th.Sa	.10
"	"	"	"	"	"	No P	1.15	.20	Dly	.10	"	Ce P	1.46	.20	M.Th.Sa	.10
"	"	"	"	"	"	Bro P	1.18	.20	Dly	.10	"	No TA	.50	.32	T.F	.10
"	"	"	"	"	"	Lgs P	1.45	.20	Dly	.10	"	Mia TA	.53	.20	Dly	.10
"	"	"	"	"	"	Hu P	1.26	.20	Dly	.10	"	No TA	.47	.32	T.F	.10
"	"	"	"	"	"	Ce P	1.21	.20	Dly	.10	"	Mia TA	.50	.20	Dly	.10
"	"	"	"	"	"	Mia P	.64	.10	Dly	.10	"	Mia P	1.23	.20	Sa	.10
"	"	"	"	"	"	No P	1.03	.10	Dly	.10	"	No P	1.41	.20	F	.10
"	"	"	"	"	"	Bro P	1.06	.10	Dly	.10	"	Bro P	1.42	.20	F	.10
"	"	"	"	"	"	Lgs P	1.33	.20	Dly	.10	"	Lgs P	1.55	.20	Th	.10
"	"	"	"	"	"	Hu P	1.14	.20	Dly	.10	"	Hu P	1.46	.20	F	.10
"	"	"	"	"	"	Ce P	1.09	.20	Dly	.10	"	Ce P	1.44	.20	F	.10
"	"	"	"	"	"	Mia P	.68	.10	Dly	.10	"	No TA	.55	.10	T.F	.10
"	"	"	"	"	"	No P	1.03	.10	Dly	.10	"	Mia TA	.51	.10	Dly	.10
"	"	"	"	"	"	Bro P	1.06	.10	Dly	.10	"	Mia P	1.31	.20	Sa	.10
"	"	"	"	"	"	Lgs P	1.33	.20	Dly	.10	"	No P	1.43	.20	F	.10
"	"	"	"	"	"	Hu P	1.14	.20	Dly	.10	"	Bro P	1.44	.20	F	.10
"	"	"	"	"	"	Ce P	1.09	.20	Dly	.10	"	Lgs P	1.56	.20	Th	.10
"	"	"	"	"	"	Mia P	.70	.10	Dly	.10	"	Hu P	1.48	.20	F	.10
"	"	"	"	"	"	No P	.99	.20	Dly	.10	"	Ce P	1.46	.20	F.Sa	.10
"	"	"	"	"	"	Bro P	1.00	.20	Dly	.10	"	Mia P	.50	.10	Dly	.10
"	"	"	"	"	"	Lgs P	1.41	.20	Dly	.10	"	Mia TA	.50	.10	Dly	.10
"	"	"	"	"	"	Hu P	1.08	.20	Dly	.10	"	Mia K	.73	.32	M.F	.10
"	"	"	"	"	"	Ce P	1.03	.20	Dly	.10	"	No TA	.54	.10	T.F	.10
"	"	"	"	"	"	Mia P	1.42	.20	Dly	.10	"	No P	.54	.10	Dly	.10
"	"	"	"	"	"	Nyk P	1.52	.20	Dly	.10	"	Bro P	.56	.10	Twice Dly	.10
"	"	"	"	"	"	No P	1.60	.20	Dly	.10	"	Lgs P	.72	.10	Dly	.10
"	"	"	"	"	"	Bro P	1.80	.20	Dly	.10	"	Hu P	.64	.10	Dly	.10
"	"	"	"	"	"	Lgs P	2.14	.20	Dly	.10	"	Ce P	.60	.10	2 Dly	.10
"	"	"	"	"	"	Hu P	1.88	.20	Dly	.10	"	Mia P	.36	.10	Thrice Dly	.05
"	"	"	"	"	"	Ce P	1.83	.20	Dly	.10	"	Nyk P	.36	.10	Dly	.05
"	"	"	"	"	"	Mia TA	.63	.20	Dly	.10	"	No TA	.46	.10	T.F	.10
"	"	"	"	"	"	No TA	.61	.20	T.F	.10	"	Mia TA	.49	.10	Dly	.10
"	"	"	"	"	"	Potrero Grande, Costa Rica...	No TA	.58	.10	"	No TA	.49	.10	T.F	.10	
"	"	"	"	"	"	Mia TA	.54	.10	Dly	.10	"	No TA	.52	.10	Dly	.10
"	"	"	"	"	"	Mia P	.20	.10	Dly	.08	"	Mia TA	.51	.10	Dly	.10
"	"	"	"	"	"	No TA	.49	.10	T.F	.10	"	No TA	.48	.10	T.F	.10
"	"	"	"	"	"	Mia TA	.52	.10	Dly	.10	"	Mia P	.42	.10	Dly	.10
"	"	"	"	"	"	Di B	.41	.17	Dly	.08	"	No P	.39	.10	Twice Dly	.10
"	"	"	"	"	"	Fu B	.41	.17	Dly	.08	"	Bro P	.41	.10	Dly	.10
"	"	"	"	"	"	Lo B	.27	.17	Dly	.08	"	Lgs P	.56	.10	Dly	.10
"	"	"	"	"	"	Sa B	.34	.17	Dly	.08	"	Hu P	.50	.10	Dly	.10
"	"	"	"	"	"	No TA	.61	.10	T.F	.10	"	Ce P	.44	.10	Dly	.10
"	"	"	"	"	"	Mia TA	.63	.10	Dly	.10	"	Mia TA	.42	.10	Dly	.10
"	"	"	"	"	"	No TA	.49	.10	T.F	.10	"	No TA	.39	.10	T.F	.10
"	"	"	"	"	"	Mia TA	.52	.10	Dly	.10	"	No TA	.48	.10	T.F	.10
"	"	"	"	"	"	No TA	.59	.10	T.F	.10	"	Mia TA	.51	.10	Dly	.10
"	"	"	"	"	"	Mia TA	.54	.10	Dly	.10	"	Mia P	.13	.10	M.W.Sa	.08
"	"	"	"	"	"	No TA	.56	.10	T.F	.10	"	Mia P	1.24	.20	M.W.Sa	.10
"	"	"	"	"	"	Mia TA	.52	.10	Dly	.10	"	No P	1.35	.20	Su,T.F	.10
"	"	"	"	"	"	Mia P	1.32	.43	Sa	.10	"	Bro P	1.39	.20	Su,T.F	.10
"	"	"	"	"	"	No P	1.44	.43	F	.10	"	Lgs P	1.53	.20	M.Th.Sa	.10
"	"	"	"	"	"	Bro P	1.45	.43	F	.10	"	Hu P	1.44	.20	Su,T.F	.10
"	"	"	"	"	"	Lgs P	1.58	.43	Th	.10	"	Ce P	1.41	.20	Su,T.F	.10
"	"	"	"	"	"	Hu P	1.40	.43	F	.10	"	No TA	.58	.10	T.F	.10
"	"	"	"	"	"	Ce P	1.46	.43	F	.10	"	Mia TA	.54	.10	Dly	.10

INTERNATIONAL CARGO AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)			Cargot	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)			Cargot	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)			Cargot	Mail per 1/2 Oz.
		Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value					Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value					Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value		
Santa Marta, Colombia.	Mia P	.48	10	Dly	10	10	Tuxtla, Gutierrez, Mex.	Mia P	.62	10	Dly except Sa	05	05	Bangkok, (cont'd)	Bw P	2.58	20	W, Sa	05	05
"	No P	.96	10	Dly	10	10	"	No P	.59	10	Dly except F	05	05	"	Wa P	2.65	20	W, Sa	05	05
"	Bro P	1.06	10	Dly	10	10	"	Bro P	.42	10	Dly except F	05	05	"	NykBO	2.60	25	Su, T	05	05
"	Lga P	1.23	20	Dly	10	10	"	Lga P	.53	10	Dly except F	05	05	**Barcelona, Spain.	NykAO	1.73	25	Su, W, Sa	05	05
"	Hu P	1.14	20	Dly	10	10	"	Hu P	.50	10	Dly	05	05	"	Nyk K	1.35	25	T, Th, Sa, M	05	05
"	Ce P	1.09	20	Dly	10	10	"	Ce P	.45	10	Dly	05	05	"	Nyk S	1.36	25	W, Sa	05	05
Santa Rosa de Copan, Honduras	No TA	.48	10	T, F	10	10	Uyuni, B-divia.	Mia P	1.22	20	T, F	10	10	"	NykAF	1.36	25	Six Wkly	05	05
"	Mia TA	.51	10	W, Sa	10	10	"	No P	1.36	20	M, Th	10	10	Basrah, Iraq.	NykAF	1.68	25	Sa, M, W, F	05	05
Santiago, Chile.	Mia P	1.30	20	Dly	10	10	"	Bro P	1.37	20	M, Th	10	10	"	Nyk K	2.13	25	Su, T, Th, F, Sa	05	05
"	No P	1.46	20	Dly	10	10	"	Lga P	1.52	20	Su, W	10	10	"	NykBO	2.00	25	Su, T, Th, F, Sa	05	05
"	Bro P	1.46	20	Dly	10	10	"	Hu P	1.42	20	M, Th	10	10	Bastia, Corsica.	NykAF	1.40	25	Six Wkly	05	05
"	Lga P	1.60	20	Dly	10	10	"	Ce P	1.40	20	M, Th	10	10	Beirut, Lebanon.	NykAF	1.78	25	Su, T, Th, F, Sa	05	05
"	Hu P	1.50	20	Dly	10	10	Varadero, Cuba.	Mia P	.12	10	Dly	08	08	"	NykBO	1.78	25	Sa	05	05
"	Ce P	1.48	20	Dly	10	10	"	No P	.57	32	Dly	05	05	**Belfast, N. Ireland.	NykAO	1.13	25	Dly	05	05
"	NykPI	1.44	20	T, Th, Sa	10	10	Veracruz, Mexico.	Mia P	.53	32	Dly	05	05	**Belgrade, Yugoslavia.	NykAO	1.68	25	Su, W, Sa	05	05
"	Wa PI	1.43	20	T, Th, Sa	10	10	"	No P	.57	32	Dly	05	05	"	Nyk K	1.68	25	Three Wkly	05	05
Santiago, Cuba.	Mia P	.18	10	Thrice Dly	08	08	"	Bro P	.28	17	Dly	05	05	Benghazi, Libya.	NykAF	1.91	25	Sa, M, W, F	05	05
Sao Luis, Brazil.	Mia P	1.16	20	Dly	10	10	"	Lga P	.76	32	Dly	05	05	Bergen, Norway.	NykAF	1.49	25	Sa, M, W, F	05	05
"	No P	1.29	20	Dly	10	10	"	Di B	.42	32	Dly	05	05	Berlin, Germany.	NykAO	1.44	25	M, F	05	05
"	Bro P	1.38	20	Dly	10	10	"	Fv B	.42	32	Dly	05	05	"	WAAO	1.48	25	F	05	05
"	Lga P	1.43	20	Dly	10	10	"	Lo B	.28	17	Dly	05	05	"	Ph AO	1.46	25	F	05	05
"	Hu P	1.62	20	Dly	10	10	"	Sa B	.35	17	Dly	05	05	"	NykBO	1.44	25	Su, T, Th, F, Sa	05	05
"	Ce P	1.51	20	Dly	10	10	"	Hu P	.36	17	Dly	05	05	Bone, Algeria.	Nyk K	1.44	25	Dly	05	05
Sao Paulo, Brazil.	Mia P	1.32	20	Twice Dly	10	10	Victoria, Brazil.	Mia P	1.41	20	Sa	10	10	Bordeaux, France.	NykAF	1.55	25	Thrice Wkly	05	05
"	NykP	1.42	20	Dly	10	10	"	No P	1.66	20	Th, Sa	10	10	Bombay, India.	NykTW	2.47	25	Su, W, Th, Sa	05	05
"	No P	1.56	20	Dly	10	10	"	Bro P	1.50	20	Th	10	10	"	WaTW	2.52	25	Sa	05	05
"	Bro P	1.67	20	Dly	10	10	"	Lga P	1.73	20	Th	10	10	"	Ph TW	2.50	25	Sa	05	05
"	Lga P	1.99	20	Dly	10	10	"	Hu P	2.03	20	W	10	10	"	NykBO	2.47	25	Su, T, F	05	05
"	Ce P	1.75	20	Dly	10	10	"	No P	1.81	20	Th	10	10	Bordeaux, France.	NykBO	1.35	25	Su, T, Th, F, Sa	05	05
"	Mia P	1.70	20	Dly	10	10	Victoria de las Tunas, Cuba.	Ce P	1.76	20	Th	10	10	Bowen, Australia.	NykBO	3.33	25	Su, T, F	05	05
Sao Salvador, Brazil (Bahia).	Mia P	1.28	20	Dly	10	10	"	Mia P	.15	10	Dly	08	08	Brussels, Belgium.	NykAF	2.43	25	Wkly	05	05
"	Nyk P	1.58	20	Dly	10	10	Villahermosa, Mexico.	Mia P	.47	10	Dly	05	05	"	Nyk P	1.26	20	Dly	05	05
"	No P	1.54	20	Dly	10	10	"	No P	.43	10	Dly	05	05	"	By P	1.23	20	Su, F	05	05
"	Bro P	1.64	20	Dly	10	10	"	Bro P	.40	10	Dly	05	05	"	Wa P	1.28	20	M	05	05
"	Lga P	1.94	20	Dly	10	10	"	Lga P	.33	10	Dly	05	05	"	NykSS	1.65	25	Sa, M, T, W, F	05	05
"	Hu P	1.72	20	Dly	10	10	"	Hu P	.48	10	Dly	05	05	"	NykAF	1.30	25	Su, W, Sa	05	05
"	Ce P	1.67	20	Dly	10	10	"	Ce P	.43	10	Dly	05	05	"	NykAO	1.33	25	T, Th, Sa, M	05	05
St. John, B. W. I.	No P	.96	32	Dly	10	10	Villavicencio, Col.	Mia P	.65	10	Dly	10	10	"	NykBO	1.26	25	Su, T, Th, F, Sa	05	05
"	Bro P	1.10	43	Dly	10	10	"	No P	1.12	20	Dly	10	10	"	Nyk S	1.27	25	W, Sa	05	05
"	Mia P	.45	32	Dly	10	10	"	Bro P	1.15	20	Dly	10	10	**Bucharest, Rumania.	NykAO	1.83	25	Su, W, Sa	05	05
"	Nyk P	.56	32	Dly	10	10	"	Lga P	1.42	20	Dly	10	10	Bulawayo, S. Rhodesia.	NykBO	2.69	25	T, Th, Sa	05	05
"	Hu P	1.18	43	Dly	10	10	"	Hu P	1.23	20	Dly	10	10	"	NykBO	2.57	25	T, F	05	05
"	Ce P	1.13	43	Dly	10	10	"	Ce P	1.18	20	Dly	10	10	Cairo, Egypt.	NykTW	1.86	25	Dly	05	05
St. Kitts, N. W. I.	Mia K	.71	32	Sa	10	10	Volcan, Costa Rica.	No TA	.57	32	T, F	10	10	"	WaTW	1.90	25	M, Sa	05	05
St. Lucia, B. W. I.	Mia P	.53	32	Dly	10	10	Waspan, Nicaragua.	Mia TA	.53	20	Dly	10	10	"	Pa TW	1.83	25	M, F	05	05
"	Nyk P	.67	32	T, Th, Sa	10	10	"	No TA	.60	32	T, F	10	10	"	Ce TW	1.88	25	M, Sa	05	05
"	No P	1.00	32	Dly exc. Su	10	10	Yoro, Honduras.	Mia TA	.62	20	Dly	10	10	"	Do TW	1.98	25	Sa	05	05
"	Bro P	1.07	43	Dly exc. Su	10	10	"	Mia TA	.62	20	Dly	10	10	"	NykAF	1.77	25	Twice Wkly	05	05
"	Lga P	1.39	43	Dly exc. Su	10	10	"	No TA	.47	32	T, F	10	10	"	NykBO	1.77	25	Su, T, Th, F, Sa	05	05
"	Hu P	1.15	43	Dly exc. Su	10	10	"	Mia TA	.50	20	Dly	10	10	"	Nyk S	1.84	25	W, Sa	05	05
"	Ce P	1.10	43	Dly	10	10	"	"	"	"	"	10	10	"	Nyk K	1.84	25	Su, W, Sa	05	05
St. Martin, N. W. I.	Mia K	.68	32	Sa	10	10	"	"	"	"	"	10	10	Calcutta, India.	Nyk P	2.42	20	W, Sa	05	05
Pt. Thomas, V.I.	Mia P	.39	32	Twice Dly	05	05	"	"	"	"	"	10	10	"	Bw P	2.42	20	W, Sa	05	05
"	Nyk P	.61	32	Dly	05	05	"	"	"	"	"	10	10	"	Wa P	2.47	20	W, Sa	05	05
Signatepeque, Hond.	No TA	.46	10	T, F	10	10	Aalborg, Denmark.	NykSS	1.45	25	Sa, M, W, F	15	15	"	NykBO	2.45	25	Twice Wkly	05	05
"	Mia TA	.49	10	Dly	10	10	Aarhus, Denmark.	NykSS	1.44	25	Sa, M, W, F	15	15	"	Nyk K	2.45	25	Su, W, Sa	05	05
Siuna, Nicaragua.	Mia TA	.58	10	Dly	10	10	Accra, Gold Coast.	Nyk P	2.03	20	M, Th	25	25	Capetown, U. of S. Af.	NykBO	3.20	25	T, Th, Sa	05	05
"	No TA	.56	10	T, F	10	10	"	NykBO	2.03	20	M, Th	25	25	Casablanca, Morocco.	NykAF	1.54	25	Six Wkly	05	05
Sisacua, Costa Rica.	No TA	.57	10	T, F	10	10	"	Bw P	2.00	20	M, Th	25	25	Cawnpore, India.	NykBO	2.48	25	Su, T, F	05	05
"	Mia TA	.53	10	Dly	10	10	"	Wa P	2.36	20	M, Th	25	25	**Christiansand, Nwy.	NykAO	1.47	25	Su, T, F	05	05
Talara, Peru.	Mia P	.84	10	Dly	10	10	Aden.	NykBO	2.13	25	Thrice Wkly	25	25	Cochin, India.	NykBO	2.76	25	Sa	05	



INTERNATIONAL CARGO AND MAIL TABLES—Continued

ATLANTIC ROUTES—Continued					ATLANTIC ROUTES—Continued					ATLANTIC ROUTES—Continued				
Destination	U.S. Gateway & Airline	RATES (See Note)		Depart	Destination	U.S. Gateway & Airline	RATES (See Note)		Depart	Destination	U.S. Gateway & Airline	RATES (See Note)		Depart
		Per 100 Lb. (Under 100 Lb.)	Per \$100 Value	Mail per 1/2 Oz.			Per 100 Lb. (Under 100 Lb.)	Per \$100 Value	Mail per 1/2 Oz.			Per 100 Lb. (Under 100 Lb.)	Per \$100 Value	Mail per 1/2 Oz.
Port, (cont'd)	Bw AO	1.31	25	F	Liege, Belgium	Nyk S	1.29	25	W.Sa	15	1.29	25	25	15
	Wa AO	1.36	25	F	Lindi, Tanganyika	NykAF	3.55			25				25
	Ph AO	1.35	25	F	Lisbon, Portugal	Nyk P	1.19	20	Dly except S	15				15
	Nyk P	1.34	20	Dly	"	Bw P	1.16	20	T	15				15
	Bw P	1.31	20	Su,F	"	NykTW	1.20	25	Su,M,W,Th,F	15				15
	Wa P	1.36	20	M,W	"	BwTW	1.17	25	F	15				15
	NykBO	1.34		Su,T,Th,F,Sa	Lisbon, (cont'd)	Nyk K	1.75		T,Th,Sa,M	15				15
	Nyk SS	1.63	25	Sa,M,W,F	"	Nyk S	1.67	25	W.Sa	15				15
	Nyk K	1.34			"	NykBO	1.55	25	Su,T,Th	15				15
er, N. F.	Wa TW	.41	20	M,Sa	"	NykAF	1.55		Wkly	15				15
	Ph TW	.39	20	M,Sa	London, England	NykAO	1.17	25	Dly	15				15
	NykTW	.38	20	Daily	"	Bw AO	1.14	25	T,Th	15				15
	Bw TW	.35	20	M,F	"	Wa AO	1.14	25	F	15				15
	Do TW	.46	20	Sa	"	Ph AO	1.18	25	F	15				15
	Cg TW	.49	20	Sa	"	NykAF	1.29		Six Wkly	15				15
	NykAO	.38	20	Dly except W	"	Nyk P	1.17	20	Dly	15				15
	Bw AO	.35	20	Su,F	"	Nyk P	1.14	20	F,Su	15				15
	Nyk P	.38	10	Dly	"	Wa P	1.19	20	M,W	15				15
	Bw P	.35	10	F,Su	"	Nyk K	1.31		T,Th,Sa,M	15				15
	Wa P	.40	10	M,W	"	NykBO	1.17	25	Su,T,Th,F,Sa	15				15
	Nyk SS	.38	20	Sa,M,W,F	"	Nyk SS	1.23	25	Sa,M,W,F	15				15
	NykAF	.38		Six Wkly	"	Nyk S	1.26	25	W.Sa	25				25
	Nyk K	.38			"	Ul T	1.13	25						25
Fr. W. Africa	NykAF	2.10		Th	"	Qy T	.98	20						25
Switzerland	NykTW	1.35	25	M,T,W,F,Sa	Loudaor, Egypt	NykAF	2.25		Su,T,F	15				15
	WaTW	1.39	25	M,Sa	Lucknow, India	NykBO	2.48	25	W.Sa	15				15
	BwTW	1.32	25	M,F	Luxembourg	Nyk S	1.31	25	Su,T,Th	15				15
	Ph TW	1.37	25	W.Sa	Lausor, Egypt	NykBO	1.85	25	Su,T,Sa	15				15
	Do TW	1.44	25	Sa	Lydda, Palestine	NykBO	1.81	25	Su,T,Sa	15				15
	Cg TW	1.47	25	Sa	"	Nyk K	2.20		Wkly	15				15
	Nyk K	1.35		T,Th,Sa,M	Lyon, France	NykAF	1.27		Su,T,F	15				15
	NykAF	1.35		Six Wkly	Madras, India	NykBO	2.65	25	Su,M,W,Th,F	15				15
	NykAO	1.49	25	Su,W,Sa	Madrid, Spain	NykTW	1.32	25	T,Th,Sa,M	15				15
	NykBO	1.35		Su,T,Th,F,Sa	"	Bw TW	1.29	25	Su,T,Th	15				15
	Nyk S	1.36		W.Sa	"	Nyk K	1.70			15				15
	Nyk SS	1.71	25	Sa,M,W,F	Malakai, Anglo Egypt	NykBO	1.32	25		15				15
	Nyk K	1.60			"	NykAF	3.00		Su,F,Sa	25				25
lar, Scotland	Nyk K	1.11		T,Th,Sa,M	"	NykBO	2.15	25	T,Th	15				15
	NykAO	1.11	25	W,M,F	**Malmo, Sweden	NykAO	1.42	25	Sa,M,W,F	15				15
	Bw AO	1.07	25	W,F	Malmo, Sweden	Nyk SS	1.43	25	Su,T,Th,F,Sa	15				15
	Nyk SS	1.11	25	Sa,M,T,W,F	Malta	NykBO	1.51	25	Su,T,Th,F,Sa	15				15
	NykAO	1.45	25	T,Th	Marrakech, Morocco	NykAF	1.66		Six Wkly	15				15
	Nyk K	1.41		Su,M,W,F	Marseilles, France	NykAF	1.35		Su,T,Th,F	15				15
	NykBO	1.45		Su,T,F	"	NykBO	1.38	25	Sa,M,W,F	15				15
Palestine	NykAO	1.92		M,F	"	Nyk SS	1.79	25	Wkly	15				15
amburg, Germany	NykAO	1.51	25	M,F	Mauritius	NykAF	3.85		Su,T,F	15				15
	Nyk SS	1.49	25	M,F	Meknes, Morocco	NykAF	1.61		Su,T,F	15				15
	NykBO	1.38		Su,T,Th,F,Sa	Melbourne, Australia	NykAF	3.44		W.Sa	15				15
Twice Wkly	Nyk S	1.41		W.Sa	Milan, Italy	Nyk S	1.48	25	Su,T,F	15				15
Su,T,Th,F	Nyk K	1.38		Dly	Mogadiscio, Ethiopia	NykAF	3.04		Su,T,F	15				15
W.Sa	Nyk C	.25	10	Dly	Mombasa, Kenya	NykBO	2.50	25		15				15
W.Sa	Wa C	.25	10	F	Monrovia (Fisherman's	Nyk P	2.03	20	Su,Th	25				25
Twice Wkly	NykBO	.25		M,W,Sa	Lake) Liberia	Nyk SS	1.91	25	Sa,M,W,F	15				15
ound, Norway	Nyk SS	1.51	25	Sa,M,W,F	Moscow, USSR	Nyk SS	1.68	25	Sa,M,W,F	15				15
ki, Finland	NykAO	1.60	25	Su,T,Th	Mulhouse, France	NykBO	2.59	25	Su,T,F	15				15
T,Th,Sa	Bw AO	1.56	25	Su	Nagpur, India	NykAF	2.42	25	Su,T,F	15				15
Six Wkly	NykBO	1.60	25	Sa,M,W,F	Nairobi, Kenya	NykAF	2.54		Wkly	15				15
Su,T,F	NykBO	1.65			Niameny, Fr. W. Af.	NykAF	2.22		Six Wkly	15				15
Su,T,F	NykBO	2.72			Nice, France	NykAF	1.35	25	Su,W,Sa	15				15
Su,T,F	NykBO	2.57			"	Nyk S	1.32	25	W.Sa	15				15
Su,T,F	Nyk P	1.78	20	W.Sa	Nicosia, Cyprus	Nyk SS	1.83	25	Sa,M,W,F	15				15
T,Th	Bw P	1.75	20	W.Sa	Ojadi Halfa, Anglo	NykBO	1.78	25	T,Th,Sa	15				15
T.Sa	Wa P	1.80	20	W.Sa	Egypt, Sud.	NykAF	2.34		Six Wkly	15				15
T.Sa	NykBO	1.78		T,Th	Oran, Algeria	NykAO	1.41	25	T,Th,Sa,M	15				15
W.Sa	Nyk K	1.63			Oslo, Norway	Nyk K	1.41		Six Wkly	15				15
Sa,M,W,F	NykTW	2.00	25	Su,M,Th,F,Sa	"	NykBO	1.41	25	Su,T,F	15				15
T,F	WaTW	2.04	25	M,Sa	"	Nyk S	1.55	25	T,F	15				15
M,Th	Cg TW	2.12	25	Sa	Oujda, Morocco	Nyk SS	1.41	25	Sa,M,W,F	15				15
M,Th	Do TW	2.09	25	Sa	Paris, France	NykAF	1.22	25	M,F	15				15
Twice Wkly	Bw TW	1.97	25	M,F	"	NykTW	1.25	25	Dly	15				15
	Ph TW	2.02	25	M,Th	"	Ph TW	1.27	25	M,Sa	15				15
M,W,Th	NykBO	1.96			"	Wa TW	1.29	25	M,Sa	15				15
M,W,Th	NykBO	2.42			"	Do TW	1.34	25	Sa	15				15
Su,T,F	Nyk P	2.68	20	M,Th	"	Cg TW	1.37	25	Sa,M,W,F	15				15
Su,T,F	Nyk K	2.69	20	M,Th	"	Nyk SS	1.70	25	Sa,M,W,F	15				15
Su,T,F	NykBO	2.68		T,Th,Sa	"	Nyk K	1.31		T,Sa	15				15
Su,T,F	Nyk S	2.69		W,Sa	"	NykAF	1.25	25	Su,T,Th,F,Sa	15				15
Anglo Egypt, Sud.	NykAF	3.29		Thrice Wkly	"	NykBO	1.25	25	W.Sa	15				15
	NykBO	2.26		Su,T,Th	"	NykBO	2.52	25	Su,F	15				15
	Nyk S	2.47		T,F	"	NykAF	2.47		Wkly	15				15
	NykBO	1.98			Peshawar, India	NykBO	3.07		T,Th,Sa	15				15
	NykBO	2.10			Pointe Noire, Fr. Eg. Af.	NykAF	1.90		Th	15				15
	NykAF	2.21		Thrice Wkly	Port Elizabeth	NykBO	2.11	25		15				15
	NykBO	1.95		Su,T,Th,Sa	Un. of S. Africa	NykBO	1.90			15				15
	Nyk K	2.05			Port Etienne, Fr. W. Af.	NykBO	1.90			15				15
	Nyk P	2.27	20	W,Sa	Port Harcourt, Nig.	NykBO	1.90			15				15
	Bw P	2.24	20	Sa	Port Sudan	NykBO	1.90		Su,Th	15				15
	Wa P	2.29	20	Sa	Ang-Eg. Sudan	NykBO	1.90		Dly	15				15
	NykAF	2.27			Prague, Czech	Nyp P	1.44	20	Su,F	15				15
	NykBO	2.27		Su,T,F	"	Wa P	1.46	20	M,W	15				15
	Nyk K	2.27			"	Nyk K	1.44		T,Th,Sa,M	15				15
	Nyk SS	1.46	25	Sa,M,W,F	"	NykAF	1.44	25	Su,W,Sa	15				15
	NykAF	2.04		Thrice Wkly	"	NykAO	1.48	25	Su,T,F,Sa	15				15
	NykBO	2.04		Su,T,Th,F,Sa	"	NykBO	1.44	25	W.Sa	15				15
	Nyk S	2.52		T,F	"	Nyk S	1.44		Sa,M,W,F	15				15
	NykAF	3.42		Thrice Wkly	"	Nyk SS	1.65	25		15				15
	NykBO	2.37		T,Th,Sa	"	Nyk K	1.11		T,Th,Sa	15				15
	NykSS	1.48	25	Sa,M,T,W,F	"	NykAO	1.11	25	M,F	15				15
	NykAF	1.98		Wkly	"	Bw AO	1.07	25	F	15				15
	NykBO	1.98			"	Ul T	1.05	25		15				15
	NykBO	2.44			Prestwick, Scotland					15				15
	Nyk P	2.43	20	M,Th	"					15				15
	Bw P	2.40	20	M,Th	"					15				15
	Nyk S	2.43	20	W,Sa	"					15				15
	NykAF	2.67			"					15				15

ALASKA ROUTES

Destination	U.S. Gateway & Airline	Per 100 Lb. (Under 100 Lb.)	Per \$100 Value	Depart	Mail per 1/2 Oz.
Anchorage	Ste P	.60	10	Dly	.05
"	SteNW	.60	10	Dly	.05
"	MaNW	1.03	10	Thrice Wkly	.05
Fairbanks	Ste P	.40	20	Dly	.05
"	Ste P	.57	10	Dly	.05
Galena	Ste P	.30	10	Twice Dly	.05
Juneau	Ste P	.25	10	Twice Dly	.05
Ketchikan	Ste P	.55	20	Su,T,W,F	.05
Nome	Ste P	.50	10	Su,T,W,F	.05
Tanacross	Ste P	.50	10	Su,T,W,F	.05
Whitehorse, Canada	Ste P	.55	10	Su,T,W,F	.05

INTERNATIONAL CARGO AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per ½ Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per ½ Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per ½ Oz.
		Per Lb. (Under 100 Lb.)	Per \$100 Value					Per Lb. (Under 100 Lb.)	Per \$100 Value					Per Lb. (Under 100 Lb.)	Per \$100 Value		
CANADIAN ROUTES																	
Calgary, Alb.	Nyk T	1.02	†	Dly	.05	Auckland, N. Z.	Lgs P	2.06	.20	F	.25	Okinawa	NykNW	2.73	.43	Thrice Wkly	
Edmonton, Alb.	Nyk T	1.06	†	Dly	.05	"	Sf P	2.06	.20	F	.25	"	Cg NW	2.66	.43	Thrice Wkly	
Fort William, Ont.	Nyk T	.36	†	Dly	.05	Bangkok, Siam	Lgs P	2.96	.20	M,Th	.25	"	Ms NW	2.64	.43	Thrice Wkly	
Halifax, N. S.	Nyk T	.31	†	Dly	.05	"	Sf P	2.96	.20	M,Th	.25	"	Ste NW	2.40	.43	Thrice Wkly	
Lethbridge, Alb.	Nyk T	.84	†	Dly	.05	Calcutta, India	Lgs P	3.27	.20	M,Th	.25	"	An	2.30	.43	Thrice Wkly	
"	Cub W	.04	†	Dly	.05	"	Sf P	3.27	.20	M,Th	.25						
London, Ont.	Nyk T	.18	†	Dly	.05	Canton Island	Lgs P	1.36	.20	Su,W,F	.05	Shanghai, China	Lgs P	2.50	.20	Th.Su	
Moncton, N. B.	Bb NE	.08	†	Dly	.05	"	Sf P	1.36	.20	Su,W,F	.05	"	Ste P	2.50	.20	Th.Su	
"	Bb T	.16	†	Dly	.05	Guam	Lgs P	2.00	.20	Thrice Wkly	.05	"	NykNW	2.72	.43	Thrice Wkly	
Montreal, Que.	Nyk C	.12	†	Dly	.05	"	Sf P	2.00	.20	Thrice Wkly	.05	"	Cg NW	2.66	.43	Thrice Wkly	
"	Nyk T	.12	†	Dly	.05	Hong Kong	Lgs P	2.67	.20		.25	"	Ms NW	2.64	.43	Thrice Wkly	
"	Bf T	.12	†	Dly	.05	"	Sf P	2.67	.20		.25	"	Ste NW	2.50	.43	Thrice Wkly	
North Bay, Ont.	Jg NE	.04	†	Dly	.05	"	Nyk P	2.72	.20		.25	"	An NW	2.35	.43	Thrice Wkly	
Ottawa, Ont.	Nyk T	.22	†	Dly	.05	"	Bw P	2.69	.20		.25	"	Sf PH	2.15	.25	W.Su	
"	Nyk C	.16	†	Dly	.05		Wa P	2.74	.20		.25	Suva	Lgs P	1.75	.20	W.P.Su	
Regina, Sask.	Nyk T	.80	†	Dly	.05	Honolulu, T. H.	Sf PH	2.10	.25	W.Su	.25	"	Sf P	1.75	.20	W.P.Su	
St. John, N. B.	Nyk T	.31	†	Dly	.05	"	Sf P	.71	.10	Dly	.05	"	Lgs P	2.36	.20	Twice Wkly	
St. John, N. F.	Nyk I	.58	†	Dly	.05	"	Lgs P	.71	.10	Dly	.05	Sydney, Australia	Lgs P	2.36	.20	Twice Wkly	
Sydney, N. S.	Nyk T	.26	†	Dly	.05	"	Sf U	.71	.10	Dly	.05	"	Sf P	2.36	.20	Twice Wkly	
"	Bb T	.27	†	Dly	.05	Manila	Lgs P	.71	.10	Dly	.05						
Toronto, Ont.	Nyk A	.12	†	Dly	.05	"	Lgs P	2.50	.20	Four Wkly	.25	Tokyo, Japan	NykNW	2.58	.43	Thrice Wkly	
"	Nyk I	.12	†	Dly	.05	"	Sf P	2.50	.20	Four Wkly	.25	"	Cg NW	2.51	.43	Thrice Wkly	
Vancouver, B. C.	Ste U	.04	†	Dly	.05	"	NykNW	2.73	.43	Thrice Wkly	.25	"	Ms NW	2.49	.43	Thrice Wkly	
"	NykU	.96	†	Dly	.05	"	Cg NW	2.66	.43	Thrice Wkly	.25	"	Ste NW	2.35	.43	Thrice Wkly	
"	Nyk T	.96	†	Dly	.05	"	Ms NW	2.64	.43	Thrice Wkly	.25	"	An NW	2.25	.43	Thrice Wkly	
Victoria, B. C.	Nyk T	1.06	†	Dly	.05	"	Ste NW	2.50	.43	Thrice Wkly	.25	"	Lgs P	2.35	.20		
Windsor, Ont.	Nyk A	.20	†	Dly	.05	"	An NW	2.40	.43	Thrice Wkly	.25	"	Sf P	2.35	.20		
"	Cg A	.12	†	Dly	.05	Midway	Sf PH	2.00	.25	W.Su	.25	Wake	Lgs P	1.54	.20	Five Wkly	
"	Nyk T	.20	†	Dly	.05	Noumea	Lgs P	1.18	.20	Thrice Wkly	.05	"	Sf P	1.54	.20	Five Wkly	
"	Cg T	.12	†	Dly	.05		Sf P	1.18	.20	Thrice Wkly	.05						
Winnipeg, Man.	GENW	.04	†	Dly	.05		Lgs P	2.01	.20	W.Su	.05						
"	Nyk T	.60	†	Dly	.05		Sf P	2.01	.20	W.Su	.05						

NOTE: Pan American Airways requires the prepayment of all charges, plus a fixed off-line deposit to cover cost of transshipment and reforwarding to final destination of the shipment. This off-line deposit consists of poundage charges from London to final destination of shipment.

plus transshipment bonded entry fee in England, and trucking charge to airport of despatch in England. Transshipment bonded entry fee in England is as follows: one package or first package of a lot shipment—\$1.00; each additional package—\$.32; excess valuation charge on

shipments valued for carriage in the airwaybill in excess of U.S. \$400, for each additional \$400 (over the first \$400)—\$.32. Trucking charge to airport of despatch in England is \$.02 per pound, with no minimum charge.

International Air Cargo and Mail Tables are a standard feature in AIR TRANSPORTATION . . . This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

## Current Net Advisory Rates for War, Strikes, Riots, Etc. Generally in Use in American Marine Insurance Markets for Mail and Air Shipments

Schedule Dated March 5, 1948

### A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—20% of Cargo Rates, with 1½c minimum. Currency including jewelry, precious stones and metals, etc.; also miscellaneous cargo—100% of Cargo Rates.

### B—Registered Air Mail and/or Air Express and/or other shipments by air: Western Hemisphere excluding shipments between points in Continental United States and/or Canada:

Gold, all securities, including non-negotiables, documents and similar interests.....1½c%  
All other classes of property.....2½c%

All Securities, including non-negotiables, documents and similar interests  
All Other interests

### UNITED STATES or CANADA to or from:

1. (a) British Isles, Eire, Sweden, Holland, Belgium, Portugal, Spain, Switzerland, Iceland and Greenland.....	1½c%	2½c%
(b) Italy.....	3½c%	6½c%
2. Africa except Egypt.....	1½c%	2½c%
3. Arabia, Egypt, Syria, Cyprus, Turkey, Greece, Iran and Iraq.....	2½c%	5c%
4. Palestine.....	1.43¾c%	2.87½c%
5. Afghanistan and Ceylon (if direct).....	3¾c%	7½c%
6. India.....	6¾c%	12½c%
7. Chungking.....	3¾c%	7½c%
8. Australasia.....	1½c%	2½c%
9. Philippine Islands.....	3¾c%	7½c%

### C—Ordinary Parcel Post, Government Insured Parcel Post, Registered Post, Ordinary Mail (Excluding Air Mail) except

- (A) Shipments to from Spain under policies endorsed with Airborne Clause, Lisbon rate will be charged, plus an additional charge of 2½c% because of the possibility that shipments of valuables may go forward to or from interior points by air.  
(B) United States to from Mexico 2½c%, provided assured agrees to pay reduced rate on all shipments, otherwise individual shipments at full cargo schedule rate.  
(C) United States or Canada to or from Hawaiian Islands—Transpacific Cargo Rate.

### D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.



# At the Tips of Our Fingers...

**D**AY AFTER DAY, hour after hour, AIR TRANSPORTATION's Reader Service Department is busy answering 'phone, mail, and wire communications from shippers in every part of the United States, as well as from such far-off places as Calcutta, Shanghai, Manila, Johannesburg, Brussels, Rome, Copenhagen, Paris, London, Rio, and scores of other places dotting the world map. It is our business to know the answers—answers to such questions as these. . . .

"I want to charter a DC-4 to fly a load of engines to Guatemala City. Where can I get one?"

"I am interested in appointing a New York agent for our London firm. Can you recommend several reputable IATA-approved foreign freight forwarders?"

"What scheduled transatlantic air carriers serve Switzerland?"

"Are any of the irregular air carriers transporting cargoes destined to the Balkan countries?"

"What type of airfreighter does X Airlines operate, and does that company have experience in shipping cattle over long distances?"

"Is it true that Z Airlines has

been grounded? I am anxious to know. They have my shipment."

"I recently read an article in your magazine on the packaging of perishables. Can you give me the address of the firm mentioned in that article?"

"I expect to fly a load of furs into New York from Alaska. Would you please recommend some shippers or forwarders who might assure me a return load?"

"What is the rate on a 150-pound air shipment from Chicago to Oslo?"

## HOW THE ISSUES OF AIR TRANSPORTATION HELP THE SHIPPER-BY-AIR

- Air Cargo and Air Mail Rates
- Air Parcel Post Rates
- Lists of Scheduled Airlines
- Lists of Air Freight and Irregular Air Carriers
- Lists of Foreign Airlines of the World
- Lists of IATA - Approved Foreign Freight Forwarders
- Feature Articles
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